

AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, JANUARY 12, 1833.

[VOLUME II.—No. 2.

CONTENTS:

Editorial Notices, &c.....	page 17
Cumberland Road—Last Annual Report.....	18
Baltimore and Ohio Railroad; Electrical Telegraph; Foot Railroads; Meteorological Table.....	20
Philadelphia and Trenton Railroad; Petersburg Rail- road; Mason's Improvement in locking the Wheels of Carriages (with an engraving).....	21
Canterbury and Whitstable Railroad (with an engraving); New-York Canal Revenue; Coal Trade.....	22
Agriculture, &c.—On the Manufacture of Silk; On the Rearing of Sheep and Lambs; The Cranberry.....	23
Home Affairs—Congressional Proceedings; Message of the Governor of the State of New-York.....	24
Historical and Descriptive Account of Antwerp and its Approaches (with a map).....	28
Literary Notices.....	30
Poetry.....	31
Foreign Intelligence; Marriages and Deaths, &c.....	32

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 12, 1833.

✂ We have been disappointed in getting our engraving of the Steam Fire Engine, promised in our last. It will be given in the next number.

In this number will be found a representation of *Mason's Patent for Locking Carriage Wheels for descending steep hills.*

MAP OF ANTWERP.—The map and description of the Seat of War in Holland, published in the Journal of to-day, will be found of much interest. A few typographical errors have occurred in the names of places, in the haste with which the engraving was made. The engraving is by Mr. G. Lansing, of this city, who executes wood engravings in a very handsome manner. It is due him, however, in this case, to say, that he was not allowed sufficient time to finish it—not even to take a proof before it went to press.

The following remarks upon the Petersburg, Va. Railroad were designed to accompany the Report which was published in our last, but were deferred for want of room. They are now, however, none the less appropriate.

PETERSBURG, VA. RAILROAD.—We find in the Petersburg Intelligencer of the 18th ult. a report made by MONCURE ROBINSON, Esq. Engineer, to the 2d Auditor, of the present condition and prospects of the above named work.

The rapidity and quietness with which this

work has been prosecuted to its present state of forwardness is certainly high commendation of those who have had the management of its construction. No other work, we believe, in this country, of the same extent, has been more rapidly brought into use, and there are few others which will exert an equal influence upon the prosperity of that section of country they are designed to benefit. That part of Virginia, south and west of Petersburg, is susceptible of being made highly productive and profitable to the agriculturist who will *do it justice*; and increased facilities of communication and transportation will go far towards producing that very desirable object. The counties bordering on, and in the vicinity of the Roanoke, Charlotte, Mecklenburg, Halifax, and Pyttsylvania, are among the most wealthy and productive in the state; yet under present management and present means of getting to market, their resources are by no means developed nor appreciated; nor indeed, will they be, until the inhabitants learn from actual observation, within the limits of "the Old Dominion," the immense value of judicious internal improvements. It will not do for them to see those improvements in other States. They must see them *at home*; and their wonderful effects upon their own prosperity, to appreciate them fully—and no work yet undertaken in Virginia will probably do as much to produce this desirable effect as the *Petersburg and Roanoke Railroad*. It will show them that their *own interest* lies in the construction of other works of a similar character; and it will also show them, we believe, that they would be the gainers by selling even *one-half* of their plantations to enterprising agriculturists, investing the proceeds in works of internal improvement, and then put their "force" upon and give their attention to the remaining half, which would thereby be improved and made more productive and more valuable than the whole now is. This road, when completed and brought into use will serve as a *model*; and we have been informed that it is one worthy of imitation for others, not *only* in Virginia, but also in the Southern States generally. It will also afford great facilities for the transportation of the United States Mail. It is another important link in that grand chain of Railroad which

will eventually pass through the Atlantic States, from Maine to Louisiana, and serve, in proportion to its facilities of communication, as a bond of union to the States. To the town of Petersburg its advantages must be immense. It will not only greatly increase the amount of trade from that section, which naturally finds an outlet through Petersburg, but it will also divert a large portion of trade which now flows down the Roanoke, and has, at any rate, to undergo a trans-shipment to other craft, at or near the point where the Railroad intersects the river, and may therefore as easily go into railroad cars as steam or other boats. Indeed, it would probably sooner by this route reach its destination, than to continue down the river and through the Dismal Swamp Canal, or Albemarle Sound. Its influence will soon be felt, and we doubt not, properly appreciated. Other works of a similar nature will naturally follow; the drooping spirits of the proprietors of the soil will again be revived, and the "Old Dominion" will once more assume a prosperous and flourishing station amongst her sister States—and eventually become, what, with her superior resources, she ought always to have been, one of the most productive and flourishing States in the Union. We most cordially wish all those interested in this road ample returns for their investment and labors; they will certainly be entitled to the gratitude and support of the inhabitants of a large section of country, for their enterprise and perseverance in projecting and thus rapidly bringing the work into use.

CUMBERLAND, OR GREAT NATIONAL ROAD.—We have been politely favored by an esteemed friend, with the following report of C. W. WEVER, Esq. to the Secretary of War, in 1828. It will not, however, be the less interesting to those who are desirous to obtain information upon the subject of McAdamizing roads, for having been made in 1828. Like other reports from the same source, it is conspicuous for its minute detail, and business-like character—and it will therefore be the more serviceable to those who are now seeking information upon the subject, especially as it shows what has been done in our own country.

CUMBERLAND ROAD.

BALTIMORE, NOV. 18, 1828.

To COL. CHARLES GRATIOT, Chief Engineer U. S.

SIR: In obedience to the regulations of the Engineer Department, I have the honor to report upon the progress made in the construction of the United States' road in the State of Ohio, under my superintendency.

The work was commenced on the 4th day of July, 1825. In that year, 23 miles and 157¹⁰/₁₀₀ poles of the road, together with the requisite masonry, were put under contract, which were entirely completed in the year 1827. The road has a cover of metal, of nine inches in thickness, composed of stone reduced to particles not exceeding four ounces in weight, and applied in three successive strata of three inches each. The first stratum was compacted with a heavy roller. Upon the second stratum the travel was admitted and continued until the stone were sufficiently consolidated for the reception of the third layer. The cover on this part of the line of road has become entirely compact, impervious to water, very smooth and elastic, with the exception of a few short pieces. To the most sceptical, a clear and most satisfactory demonstration is afforded, by this portion of the road, of the decided superiority of the McAdam system of constructing roads over any and all other systems which have been used in this country. On this part of the road, have been built by separate contract, thirty-five thousand two hundred and fifty three perches of masonry, of 24.75 cubical feet to the perch, and no allowance of extra measurement for arches, pier heads, &c. exclusive of about fifteen hundred perches built by the road contractors; making the whole quantity about 36,753 perches.

The average cost of the graduation, and cover of metal, of six inches in thickness, of this part of the road, has been, per pole, \$10.96³/₄; per mile, \$3,509 72¹/₂.

The average cost of the third stratum of metal, of three inches in thickness, has been, per pole, \$3.66¹⁰/₁₀₀; per mile, \$1,172 67¹/₂.

The average cost of the road, with a cover of nine inches, has been, per pole, \$14.63¹/₄; per mile, \$4,682 40.

The average cost of the masonry of every description has been, per pole, \$6.18³/₄; per mile, \$1,980.

The average cost of the road, with a cover of nine inches, masonry included, has been, per pole, \$20.82; per mile, \$6,662 40.

The contingent expenditures on the whole line amounted, up to the period of the completion of this part of the road, only to the sum of \$13,596 14¹/₂; and three fourths of this sum being assumed as applicable to this part of the road, it results that the contingent expenditures have been, per pole, \$1.11³/₁₀₀ per mile, \$356.76, or about 5 per centum.

The total average cost of this part of the road, with a cover of metal of nine inches in thickness, masonry and all contingencies, inclusive, has been, per pole, \$21.93¹⁰/₁₀₀; per mile, \$7,020 18.

The average cost of the masonry, in bridges over twelve feet chord, has been per perch, \$2.18.

The average cost of masonry, in bridges of and under 12 feet chord, has been per perch, \$1.40.

The average cost of masonry in gothic and common culverts and detached walls, has been per perch 80 cents.

The average cost of masonry of every description, has been per perch \$1.60.

On the 11th of September, 1826, a further distance of 23 miles 266¹⁰/₁₀₀ poles, excepting 32¹⁰/₁₀₀ poles, with the necessary masonry, were let. This distance has also been finished in the same manner with that just described. That small piece which was excepted at the letting, crosses Wills' creek, a large stream, and subject to very high freshets. Its banks are low, and require heavy embankments to raise the road above the reach of high water. Over this creek exists a toll bridge, which af-

fords accommodation to the travel. Between this creek and Crooked creek, is a ridge affording a very bad natural road; and at Crooked creek, the travel was very frequently detained by the overflowings of that stream. As the appropriation of 1826 was inadequate to bridge Wills' creek, and extend the road to the western side of the bottoms of Crooked creek, it was considered more advisable to leave undone for a season, the necessary works at Wills' creek and extend the road. This short portion of the road, and the contemplated bridge thereon, were put under contract early last Spring; and would, no doubt, have been completed by this time, but for the unavoidable delay occasioned by the almost incessant wet weather of the Spring and Fall months, and the consequent high waters.

The bridge will be composed of stone abutments, supporting an arch of wood, constructed in the best possible style of bridge architecture, of one hundred and fifty feet chord. Mr. Joseph P. Shannon, the son-in-law of the justly celebrated and extensively known bridge builder, Mr. Lewis Wernwag, is the undertaker.

Mr. Shannon received his instructions in the art of bridge building from Mr. Wernwag, and at this time avails himself of the full benefit of his counsel and experience. No fears, therefore, can be entertained of the fidelity and permanence of the work. The bridge and small piece of road connected with it, will, it is confidently believed, be completed before the expiration of this year. On this part of the road have been erected 21,543 perches of substantial masonry.

The average cost of the graduation alone of this part of the road, will be per pole, \$6.24²/₁₀; per mile, \$1,997 44.

The average cost of the cover of metal, of six inches in thickness, will be per pole, \$6.84; per mile, \$2,188 80.

The average cost of the graduation and cover of six inches will be, per pole, \$13.08²/₁₀; per mile, \$5,186 24.

The average cost of the third stratum of metal of three inches in thickness, will be per pole, \$5.27¹/₂; per mile, \$1,688.

The average cost of the road, with a cover of metal of 9 inches in thickness, exclusive of masonry and contingencies, will be per pole, \$18.35¹/₄; per mile, \$5,874 24.

The average cost of the masonry of every description, including also the cost of the wooden bridge over Wills' creek, will be per pole of road, \$7.20; per mile, \$2,304.

The contingent expenditures upon the whole line of road between the Ohio and Muskingum rivers, of every description, amounted on the 30th day of September last, only to the sum of \$20,585 88¹/₂. Of this amount, \$10,197 11¹/₂ have been charged as applicable to that portion of the road let in 1825, and completed in 1827, and a further sum of \$2,597 19 to that portion of the road still under operation; leaving as chargeable to that part of the road now under consideration, the sum of \$7,791 58, which gives, as its average contingent expenditures, per pole, \$1.02³/₁₀; per mile, \$327.36.

The total average cost of this part of the road, with a cover of metal of nine inches in thickness, the wooden bridge over Wills creek, the masonry and all contingencies included, will be per pole, \$26.58; per mile, \$8,505 60.

The average cost of the masonry in arched bridges, including also the abutments of the wooden bridge over Wills' creek, will be, on this part of the road, per perch, \$2.22¹/₁₀.

The average cost of the masonry in gothic and common culverts and detached walls, will be per perch, \$4.14¹/₂.

It will be observed that the cost of the graduation and cover of six inches, on that part of the road let in 1826, exceeds that of the same items of work let in 1825, \$2.11⁴/₁₀₀ per pole; or per mile, \$676.64; and that the cost of the third layer of metal of three inches in thickness, exceeds in cost, that upon the letting of 1825, \$1.61¹/₁₀₀ per pole; or per mile, \$515.32

¹⁰/₁₀₀; making a total difference of expense in those items, of \$3,721⁴/₁₀₀; or per mile, \$1,191 96¹⁰/₁₀₀. This difference was caused by the graduation of the letting of 1826 being much heavier, and the material more inconvenient, than on the letting of 1825. A small advance, too, in the price of labor affected the cost of the work. Indeed it was almost impossible to procure good material for the cover on some parts of the line. The best which could be obtained were procured; and when an inferior quality was used, an extra thickness was required.

The entire road from the west bank of the Ohio river to a point three miles west of the town of Cambridge, is now completed, and under the travel, with the exception of the short section at Wills' creek, before mentioned. It embraces a distance of 52 miles and 104¹⁰/₁₀₀ poles. If, to the actual expenditures be added, the estimated cost of the short section, before adverted to, and of the bridge erecting on it, the following results will be furnished, viz:

That the average cost of the graduation, and cover of metal of six inches, on the first 52 miles and 104¹⁰/₁₀₀ poles of the road will have been \$11.93 per pole, or per mile, \$3,817 60.

That the average cost of the 3d stratum of metal on that distance, will have been per pole, \$4.39¹/₁₀, or per mile, \$1,405 12.

That the average cost of the masonry thereon will have been per pole, \$6.17¹/₁₀, or per mile, \$1,974 72.

That the average cost of the masonry thereon, with the cost of the wooden superstructure over Wills' creek, added, will have been per pole, \$6.52¹/₁₀, or per mile, \$2,099 28. This may be called the cost of the bridging.

That the average contingent expenditures thereon will have been per pole, \$1.07¹/₁₀, or per mile, \$344.32, or a fraction over four per cent.

The total expenditure on that portion of the road between the Ohio river and a point three miles west of Cambridge, Ohio, distance of 52 miles and 104¹⁰/₁₀₀ poles, will have been \$400,640 17¹/₂, which gives the average cost of the location, the construction of the road with a covering of 9 inches of metal, reduced to particles not exceeding four ounces in weight, and applied in three successive layers of three inches each, the building of bridges and other masonry, the erection of the large wooden bridge over Wills' creek, and every contingent expense for superintendence, damage to real estate, &c. of \$23.92¹/₁₀ per pole, or per mile, \$7,656¹/₂.

The report of the Secretary of the Treasury, communicated to Congress on the 10th day of January, 1827, by the President of the United States, furnishes the following statements, namely:*

1st. The whole expenditure on that section of the Cumberland road, between Cumberland and Brownsville, a distance of 74 miles, being \$830,765 03, the average cost for making the road, building bridges, including salaries, &c. was per mile, \$11,226 55.

2d. The whole expenditure on that section, between Brownsville and Wheeling, a distance of 56 miles, for constructing the road, building bridges, including salaries, &c. being \$879,533 90, makes the average of the cost, per mile, to be \$15,705 96.

On the 21st July, 1827, the balance of the line extending to the eastern boundary of the town of Zanesville, being a distance of 20 miles and 136¹⁰/₁₀₀ poles, was let, together with the requisite masonry, at fair prices. After the letting, it was supposed that some advantage might result from a change of about seven miles of the location. The work was accordingly suspended until the necessary examinations could be made. Those examinations satisfactorily demonstrated the propriety of the change. One hundred and fifteen poles of distance were abo-

* The Cumberland road between Cumberland and Wheeling, was made by first laying large stones in a trench, and then reducing some upon them to a size to pass through a ring 3 inches in diameter. It was not under the superintendency of Mr. Weyer.

lished, the grades improved, and the expense of construction increased but little, if any. This examination was made at the suggestion of Mr. Knight, the commissioner of location, whose pressing duties further westward denied him the time to attend to it himself. No detriment to the service resulted from the suspension. That portion of the line is now in as forward a state of progress as the other parts.

Last Spring, the main street of Zanesville, embracing a distance of $18\frac{9}{10}$ poles, and extending from the eastern boundary of that town to the east bank of the Muskingum, was put under contract; making the whole distance now under operation, and in a state of progress towards completion, 21 miles and $312\frac{5}{8}$ poles. On the whole of this distance, in its graded and bridged state, the travel was admitted on the 15th day of last June, and would have been admitted earlier, but for the almost steady rains during the last Winter and Spring. Much material for the cover has been carried to the line, and reduced to the required size; and it is believed that the road may be completed, with a cover of metal of nine inches in thickness, by the 1st of next September. If the last appropriation of Congress had been made in the early part of the last session, this part of the road could have been completed by this time.

Contracts could not be made for the cover of the road, until the funds were appropriated; and as the appropriation was not given until late in the Spring, the contractors lost the Winter months, the usual time of quarrying and hauling the metal.

After the appropriation was made, it was impracticable to procure, prepare, and lay the two first strata of the cover, in time to be sufficiently consolidated by the action of the travel for the reception of the third stratum, before the approach of Winter. It was therefore considered best to defer the application of the cover, until the earth is sufficiently dry next Spring to receive it.

On this part of the line have been constructed eighteen thousand and one-half perches of excellent masonry, for the sum of \$32,242 72½, being at an average cost of \$1 23¼ cents a perch.

For the execution of the work, which must necessarily be done on all newly-constructed roads, such as raking and keeping in place the metal before it has acquired compactness, keeping open and cleaning the side drains, supplying some portions of the cover with small quantities of stone, &c. &c. and for the removal of landslips, the sum of ten thousand one hundred and twenty-five dollars and fifty-eight cents was expended prior to the 30th of last September. More than a moiety of this sum was expended in the removal of landslips, which have been exceedingly heavy, and of very frequent occurrence, during the last year. This expenditure is equal to sixty cents a pole, or one hundred and ninety-two dollars a mile, on the whole line now finished.

The whole quantum of masonry which has been constructed on the line between the Ohio and Muskingum rivers, a distance of 73 miles and 97 poles, is 76,296½ perches, averaging a little over a thousand perches to the mile.

This masonry is continued in forty-two stone arched bridges, in the abutments of one with an arch of wood of 150 feet chord, and in gothic and square culverts, and detached walls. The size of those forty-two bridges are as follows, viz. one of three arches of 50, 40, and 30 feet chord; one of 60 feet chord; five of 40 feet chord each; three of 30 feet chord each; two of 25 feet chord each; eight of 20 feet chord each; nine of 12 feet chord each; one of 10 feet chord; and twelve of 6 feet chord each.

In the gothic and square culverts, and detached walls, are contained 19,799½ perches. The very expansive quality of the earth, when wet, on the line of the road, rendered it absolutely necessary that the retaining and sustaining walls of the masonry should be of larger dimensions than would have been requisite in the eastern section of the Union. The great height to which the streams rise, and the quan-

tity of drift wood and ice which they float, required an ample provision of vent. Those two causes very largely contributed to swell the amount of masonry greatly beyond what would be necessary on streams of equal width in the eastern part of our country. The inconvenience and certain injury which would result to the community from the stoppage of the mail on one of the most important routes, which, in most places where masonry was required, would be the effect of the abruption of a bridge, was deemed an adequate reason, not only for giving full vent to the stream, but also for building the masonry in the most substantial and permanent manner. A belief is entertained, that this important object has been accomplished, and that the masonry on this line of the road will bear a comparison, in that respect, with that upon any other road within the limits of our Republic.

The road also has been constructed with great care and fidelity on the part of the contractors; and on it, as well as on the masonry, no expense, consistent with propriety and sound economy, has been spared, so that it might be formed of as permanent character as it was susceptible of. With proper attention, it will endure for years to come, with the exception of such portions of it as pass through towns and villages. Those parts are liable to an accumulation of mud from the frequent entry of travel from the side or branch roads, and cannot last long. The cover, indeed, attains such a perfect smoothness, that it is impossible it should wear away rapidly. The traveller prefers the cover to the side roads, which are true and well formed, and they are now becoming covered with grass.

To the graduation of this road, exception, no doubt, will be taken hereafter, when correct views shall prevail. The angles which the road forms with horizontal lines are too great. This opinion has been long entertained, and further reflection and experience has fully confirmed it. The chain is but a very imperfect criterion of distance. Time and burthen are the only correct criteria. It is a problem of easy solution: indeed it is apparent to every one, that low grades not only accelerate the speed, but also give to the power employed much more efficiency. It is evident to the most superficial observer, that, if the road had been very considerably elongated, in order to effect a graduation at angles not exceeding three degrees (and for the maximum two degrees would be better,) the road could be travelled in as short a space of time as it now is, and that the power used could move double the burthen it now can; thus rendering the road, for commercial purposes at least, doubly advantageous. It would, besides, endure longer, and of course the annual expense of repair would be much less. It is highly proper to remark, that Mr. Knight, the commissioner who located the road, fully accords with me in these views.

The Department is aware that a survey and location of this road were made in the year 1820, under the direction of three Commissioners; and that the distance to the eastern boundary of the town of Zanesville, by their location was 74 miles and $173\frac{23}{100}$ poles. The distance by the location of that skilful and faithful officer, Mr. Jonathan Knight, to the same point, was 73 miles and $110\frac{3}{4}$ poles; showing that Mr. Knight's location was the shorter, by one mile and $63\frac{3}{8}$ poles. This of itself would be a sufficient recommendation of his route; but its advantages do not stop here. His location was carried over ground much more favorable for the construction of a road of comparatively easy grade, and on which the traveller can procure water for himself and his animals. The materials, too, for the construction and repair of the road, can in general be obtained more cheaply than on the Commissioners' location. In consequence of Mr. Knight's engagements not permitting him to make those minute examinations which are so important in the final location of road ways, that service was performed by myself; and, although it was done less perfectly than if it had been done by him,

nevertheless resulted in a change of several short pieces. The aggregate saving of distance by those changes amounted to $195\frac{33}{100}$ poles. The total difference, then, between the location made by the Commissioners, and the road as now constructing, is one mile and $258\frac{3}{4}$ poles. It is believed that the expenditure saved, in consequence of this difference of distance, is more than equal to the whole cost of the location and superintendence of the road. The old travelled road is between eight and nine miles longer than the new one.

The preservation and repair of this highly important public work must be an object of anxious solicitude to every citizen, and more especially so to the enlightened Members of Congress. It cannot but be the expectation of every person, that Congress will devise some system for this purpose, before another session of that body passes by. The Legislature of Ohio, at their last session, with a spirit becoming a great State, and with great unanimity, passed an act for the prevention and punishment of injuries committed upon this work. The act like all others on new subjects, is not as perfect as could be desired. It does not require the ministerial and executive officers of the State to take cognizance of violations of it, unless upon the information of other persons. The character of an informer is looked upon as one of baseness and dishonor. Informations are, therefore, few, except by the agents of the road, whose duty it is. Some of those sapient magistrates assume the right of questioning the constitutionality of the law, and hesitate to act when information is given. The stage proprietors, who probably reap more benefit from the road than any other class of citizens, have been in the almost daily practice of injuring the road by locking the wheels of their carriages, in contempt and defiance of the law, under the fallacious pretence that it is impracticable to descend hills in safety, without resorting to that measure.

Their example has had a most pernicious effect, as other persons very justly concluded that if the stage proprietors had the right to do so, they had also, and followed the example. Here, too, the magistrates doubt their right to fine the drivers of the mail stage, and thus the law is rendered almost nugatory. May we not hope that the Legislature will, at their next session, revise this act, and give its provisions more efficiency?

The attention of the Department was called, in my last annual report, to the dilapidated condition of the United States' road, east of the river Ohio. I do not deem it necessary to add to what was then said, except to remark that its progress towards complete and irretrievable ruin has been, since that time, much more rapid than I then expected it would be. Is there not a saving power somewhere, and a disposition, too?

The appropriations of 1825-6-7-8, for the construction of the road confided to my superintendency, amount together to the sum of \$595,000; of that sum, \$424,853 38 were expended up to the 30th of last September, and accounted for; leaving a balance of \$170,146 62 unexpended. This balance will complete the road to the east bank of the Muskingum river, at the west end of Zanesville, and leave a surplus of about \$40,000, applicable to the various casualties and incidental expenditures to which all new roads are subject. No further application is therefore necessary for this part of that great and important public work. If Congress should determine on its extension beyond the Muskingum, they will, of course, appropriate such sum as in their wisdom may seem meet. I will, however, be excused for suggesting the propriety of adopting a system of appropriation different from that heretofore pursued; it is this, that an amount equivalent to the total cost of the distance of the road intended to be constructed, be appropriated at once. The necessity of annually awaiting the appropriations retard the work under my management very much; but for that, the road could have been

completed in the course of two years from its commencement. If the whole amount cannot be immediately applied, it need not be drawn from the treasury. An appropriation sufficient in amount for the construction of bridges over the Monongahela, Ohio, and Muskingum rivers, would most certainly be a measure of wisdom. At the two first of those streams, the great western mail is frequently delayed, and its safety often endangered; the traveller impeded in his journey, and his life and property jeopardized. It is believed that the small sum—small indeed when compared with the vast resources of the nation, and great good to be effected by its disbursement is considered, of \$175,000, will be adequate to the effectuation of those most desirable and important purposes.

It is due to the various contractors, both of masonry and road work, to state that their conduct has been in general very exemplary. Indeed, both contractors and laborers have conducted themselves with such propriety and correctness, as to challenge a comparison in that respect with those on any other public work. This testimony is borne with great cheerfulness. When it is known that considerably upwards of two hundred contracts of various kinds were made, it will excite surprise to learn that probably not more, if so many, as ten failures occurred. Some of the contractors have not received a sufficient reward for their toils and their labors, in an honorable and useful avocation; but many of them have had their exertions amply remunerated.

The selection of the M'Adam system by the Department was a measure of wisdom, fully proven and established by the success of the work.

Its introduction to the notice of the American people is infinitely more important and beneficial than the construction of the road itself.—It is due to my feelings and to justice, to acknowledge the debt which I owe to your predecessor, Major General Alexander Macomb, for the generous and unwavering support which he yielded to me during his continuance in the direction of the Department; and to say, that, but for him, whatever capacity I had to serve the Government, might have been entirely paralyzed. The great interest which he manifested for that work, and the indefatigable exertions which he made in its behalf, in my opinion, has mainly contributed to its entire success. And, however great and glorious was the victory achieved by his bravery and talents at Plattsburgh, on the ever memorable 11th day of September, I will be pardoned for believing that the triumph which he has gained over prejudice and ignorance in the successful introduction of the McAdam system of constructing roads, will prove in its consequences more signally and lastingly beneficial to this nation.

From the late and present Secretaries of War, and from yourself, sir, since you have assumed the responsible and arduous duties of the Engineer Department, I have received polite and prompt attention to all my communications. I make the acknowledgment with great cheerfulness, and cannot deny myself that pleasure, as this will, in all probability, be the last annual report which I shall make to the Department.

I seize upon this opportunity of introducing to the favorable notice of the Department my assistant, Mr. John S. Williams. To his skill, untiring exertion, and patient industry, the work is much indebted for the fidelity and accuracy of its execution, in all its parts.

I have the honor to be, sir, yours, most respectfully,
CASPAR W. WEVER,
Sup't. U. S. Road.

BALTIMORE AND OHIO RAILROAD.—From the Baltimore Gazette, we learn that the receipts for the current half year will be 92,500 00
Deduct expenses incident to transportation, 38,691 84
Do. Repairs to the road, 4,500 00

43,191 84

49,308 16

It is proposed to declare a divi.

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, JANUARY 7, 1833.

[COMMUNICATED FOR THE AMERICAN RAILROAD JOURNAL.]

Date.	Hours.	Barometer.	Thermometer.	Winds.	Strength of wind.	Clouds from what direction.	Weather and Remarks.
January .. 1	6 a. m.	30.15	49	S to SSW	moderate	SSW	rain
	10	.13	51	SSW to WSW	"	SW	" —foggy
	2 p. m.	.14	52	WSW	"	WSW	" —cloudy
	6	.15	49		calm		cloudy—fair
	10	.17	47				fair
" 2	6 a. m.	.37	40	NNE	light	NW	"
	10	.43	40	NNE & NE	"	WNW	"
	2 p. m.	.45	43	NE	faint	W	"
	6	.40	42		calm	W by S	"
	10	.40	41			WSW	"
	6 a. m.	.39	40			S by E	"
	10	.40	42	S—S by W	light	W	cloudy and foggy
	2 p. m.	.33	47	SSW & S	"	WSW & W	" —fair
	6	.35	45	S & SSE	"	S	"
	10	.35	42		calm	WSW & NW	fair
" 4	6 a. m.	.28	40	SW	light	WSW	"
	10	.28	42	"	"	"	"
	2 p. m.	.22	52	"	"	"	"
	6	.22	49	WSW	"	"	"
	10	.20	48	"	"	"	"
" 5	6 a. m.	.10	48	"	"	"	"
	10	.05	54	"	"	"	clear
	2 p. m.	29.99	57	"	"	SSW	fair
	6	.98	54	"	"	SW	"
	10	.97	53	W	moderate	SSW	"
" 6	6 a. m.	.92	50	"	"	"	" —light shower—eclipse of the
	10	.80	54	"	light	"	fair [moon at 2-4 o'clock
	2 p. m.	.73	56	"	"	W	cloudy
	6	.71	53	WSW	"	SSW	"
	10	.72	52	"	"	SW	"
" 7	6 a. m.	.81	45	"	moderate	"	"
	10	.87	42	NW	"	NW	"
	2 p. m.	.90	42	"	fresh	W by S	fair
	6	.93	37	"	"	"	"
	10	.98	34	"	"	"	"

dend of one dollar per share for the six months, amounting to

40,000 00

Which would leave a surplus of

\$9,308 16

ELECTRICAL TELEGRAPH.—The following communication was handed to us by an intelligent foreigner, now in this city, relative to the transmission of intelligence between commercial cities, as New-York and Albany, or New-York and Philadelphia—for instance, by means of Electricity. He has also explained to us his proposed plan of communicating or receiving intelligence between any two given points, however distant, almost instantaneously. The principle is by no means new; but the application of it to this important purpose has not been, that we are aware of, attempted by any person before. The inventor, Mr. Borch, of St. Croix, —who has, as he informs us, secured a patent for his invention,—thinks it may be applied with great ease to long lines of Railroad.

To the Editor of the American Railroad Journal:

SIR,—On the principle that the electric fluid can, by the means of an insulated conductor, be conveyed to any distance instantaneously, and that where there is any small opening in the conductor a spark will appear, which principle has been proved or established by numberless experiments. I have discovered a mode by which an instantaneous and reciprocal communicator of any intelligence from one place to another, at any distance, may be made.

G. V. BORCH.

P. S. This communicator might especially be of great use in railroads.

[For the American Railroad Journal.]

FOOT RAILROADS.—Those inventions are the most important which enable all classes of so-

ciety to make the best use of their personal strength. Railroads for the use of individuals, like a foot path, will do this. Stages, steamboats, and railroads for steam and horse carriage, will never do half the conveyance of passengers and goods over the country. Large railroads must necessarily be confined to great channels of communication: they require too great capital to be extended to every village.—It is stated that to move a weight of a ton on a level railroad requires but the strength that is requisite to raise up eight pounds over a pulley. To move 500 lbs. on a level railroad, would require then only the strength necessary to raise up 2 pounds over a pulley. Carriages of about the weight of a wheel-barrow, or less than fifty pounds, might be made for what I shall call a foot railroad. Probably the families that go to country stores, do not carry generally more than 100 lbs. weight; and most commonly they do not carry more than 50 lbs. But suppose that it is 100; then there is a carriage of 50 and a load of 100 lbs. The force required to move this on a level railroad, will be only a small fraction more than that required to raise half a pound over a pulley. And then there is level path to walk on. If there are departures from a level, some more strength must be exerted at the ascending planes; but then the traveller can rest on his carriage at the descents. In fact, according to the principles of mechanics, as easily as a man of 140 pounds weight can travel up a hill 50 feet high, he can move forward a load of 280 pounds a mile and a quarter on a level railroad. It will appear then, that foot railroads will be a vast public benefit: an advantage not to the rich only, but chiefly to the laboring classes.

PUBLICOLA.

PHILADELPHIA AND TRENTON RAILROAD.—We learn that the whole of the grading and all the bridges, on the line of this road, are placed under contract, that the work is to be commenced immediately, and that it will be perseveringly and vigorously prosecuted.

We believe the doubts of many citizens, as to the expediency of a Railroad running so nearly parallel with the Delaware river to Trenton, are pretty generally removed. In the season of the year, when travelling and transportation between the two cities is greatest—the communication by steam is usually totally prevented, in consequence of ice. The great length of last winter, which for several months closed the navigation of the river, and the enormous extent of carriage, convinced the most skeptical of the necessity of such an improvement as the one which is about to be commenced. When completed, it will be the most direct, sure and expeditious route between the two cities; its location entirely obviating all the objections which will operate against the other routes, crossing the river where there are no bridges. The difficulty of crossing the Delaware, when frozen over, will be an insuperable objection to the Bordentown and Amboy Railroad, and the Trenton route will receive the preference from travellers, as well as for the transportation of merchandise.

This Railroad will be of considerable importance to the citizens of Bucks County, passing as it does through the most wealthy and densely populated extremity; adding greater facilities to the already superior advantages which the citizens residing on the borders of the Delaware have, in their intercourse with Philadelphia.—[Bucks Co. Intelligencer, Dec. 24.]

THE RAILROAD.—It gives us great pleasure to inform our readers that the Railroad is now finished and in complete order, from the Depot at North Spring to Belfield, a distance of forty miles. A party of our citizens, accompanied by several Members of the Legislature, made the first trip between the two places on Tuesday last; and we understand that there was an universal expression of admiration, elicited as well by the beauty and substantial construction of the work, as by the conviction of the superior facility and safety which this mode of transportation possesses over all others. The return trip from Belfield to North Spring, was performed in about *two hours*, deducting the time lost in the several stoppages. To those who have not yet had an opportunity of personally observing the facilities of this method of travelling, it may not be amiss to say, that the party above mentioned breakfasted in Petersburg, dined and spent part of the day at Belfield, and returned to town before dark, thus traversing a distance of 85 miles without the least fatigue.

It is expected that the section of the road between the town depot and that at North Spring, will be completed by the 1st of February next.—[Petersburg Intelligencer, Jan. 1.]

THE LACE BARK TREE (*Lagetta lintearia*) grows in the high rocky hills of Jamaica, to the height of 20 feet; the bark is thick, and may be separated into 20 or 30 laminae, white and fine like gauze; of this caps, ruffles, and even whole ladies' suits of clothes, have been made.

[From the *London Mechanics' Magazine*.]

MASON'S PATENT IMPROVEMENTS IN LOCKING THE FORE WHEELS OF FOUR-WHEEL CARRIAGES. Communicated by the Inventor.—It has long been acknowledged, that the present mode of locking the fore wheels of four-wheeled carriages from the centre is very unsafe, and many times the cause of serious accidents. This arises from both the fore wheels being fixed or mounted to the same axletree; the consequence is, that when wheels so attached are locked, the fore wheels form little more than three bearings or points of support, from which circumstance four wheel carriages are very liable to be over-

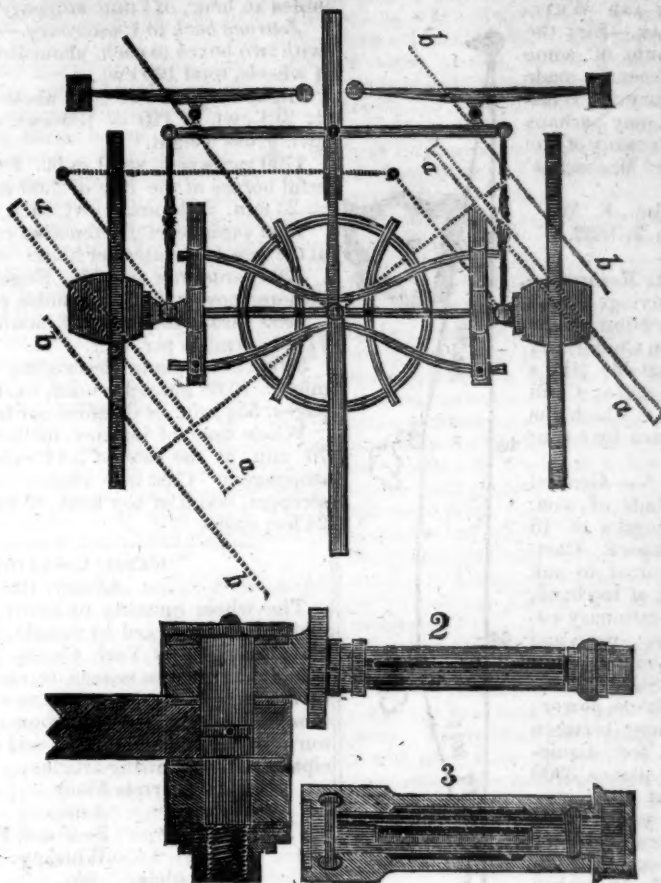
turned. Another great inconvenience is produced by the fore wheels so attached to the axletree being of necessity made much smaller than the hinder ones, causing thereby a very great increase in the draught; and if such wheels are increased in diameter, it can only be by allowing the body of the carriage to be placed much higher, which makes it both unsafe for use and inelegant in appearance.

In W. Mason's patent improvements on four-wheel carriages, the fore wheels may be made very nearly or quite as large as the hinder ones, thereby reducing the draught in a very considerable degree, and giving greater ease to those who travel in such vehicles, for it must be evident, that the smaller the wheels are, the more likely they are to fall into the inequalities found in the surfaces of roads, and thereby to cause jolting and very unpleasant motion; but in the improved mode herein submitted, these inconveniences are avoided, and the body of the carriage is also hung much lower, and in consequence it is more convenient to enter in and get out of; the appearance in point of elegance, is also much improved.

The principal advantages arising from the improvements herein submitted are as follow:

Firstly, instead of both fore wheels being mounted upon one axletree as usual, each wheel is mounted on an arm, which arm is joined to the end of the fixed axletree, by which means each wheel locks so near its own centre, that a 3 feet 6 inch wheel will only run back one inch and a half when locked to the utmost extent required. Wheels thus mounted can never be placed under the body of the carriage, as they are in the usual manner, when locked from the centre, by which means the carriage is, in many instances, placed on three points of bearing only, from which cause so many accidents occur by the overturning of carriages, when the fore wheels are locked; but in the improved construction, the fore wheels when locked, never pass under the body, but always, and in every position, present four points of support, even when locked to the utmost extent.

The dotted lines *a*, Fig. 1, represent the axletree and wheels, with the new and improved



method of locking them. The old method, of turning upon a pin or bolt in its centre, is shown by other dotted lines *b*.

Secondly, by fixing the axletree in the centre, between the spring-bed and the horn-bar, the distance between the wheels is reduced, without diminishing the length of the upper carriage; by which arrangement the body will hang in a better and more elegant position.

Thirdly, by increasing the height of the fore wheels, and making them very nearly the diameter of the hinder ones, the unpleasant jolting that is produced by the present small fore-wheels will be avoided; it being a well established fact that the larger any carriage wheel can be made, the less will it be liable to fall into the inequalities of the roads over which it passes, and from which cause so much unpleasant motion is produced. To this advantage may be likewise added the great reduction in the draught; which, with wheels so nearly equal in diameter, will be little more than half what it is in the old construction, while the beauty of a carriage constructed in this improved manner will be greatly increased; small fore wheels at all times producing a vacant appearance when viewed externally.

Fourthly, by fixing the swinging bars on joints, the draught of the horses are equalised in any position; and in turning, each is always kept tight.

Fifthly, these improvements can be applied to any four wheel carriage without altering the hind part.

New contrivances for oiling the wheels and joints are also introduced, by which means carriages will run many thousand miles without oiling. These will be sufficiently understood by references to Figs. 2 and 3.

Fig. 2 is an elevation and section of one of the improved arms and joints by which it is connected with the axletree.

Fig. 3, section of the improved box. Both the arm and the joints have cavities in their centres to contain oil, which passes through a side hole in each, to lubricate the box, the arm, and the joint, and one oiling will last for years.

W. M.

[From the London Mechanics' Magazine.]

CANTERBURY AND WHITSTABLE RAILWAY.—Sir: the following account of some experiments recently made on the Canterbury and Whitstable Railway, may perhaps be acceptable to many of the readers of the Mechanics' Magazine.

Yours, &c. F. W.
Ely-place, Jan. 7, 1832.

Section of the Railway.—The accompanying sketch represents a section of the railway between Canterbury (A) and Whitstable (H) a distance of six miles; C, an eminence, under which the railway is carried by a tunnel.

Experiments.*—General Particulars.—Rails of iron, wrought, in lengths of 15 feet, and 5 feet apart. Cast-iron chairs secured to oak sleepers; width of top bank, 10 feet. Two stationary engines, of 25 horse power, and high pressure; one locomotive engine, on Stephenson's principle, of 10 horse power; rope roll 5 feet long, between flanches, and 4 feet diameter; length of planes 3300 yards; the first part, consisting of 1320 yards, rises 1 in 71, the remainder or 1980 yards, rises say 1 in 80; sheaves 137, 10 inches diameter, 24 feet apart; rope $1\frac{1}{4}$ inch diameter; work 12 hours per diem. The stationary engines consume each 1 chaldron of coals, or 120-89 lbs. per horse power, or 1-44 bushels of 83.44 pounds.

Journey from Canterbury to Whitstable.—The loaded wagons contained (according to information which I received) 40 tons weight, in sacks of flour, &c.

Distance.	Time.
$\frac{1}{4}$ of a mile	3 min.
" "	3 min.
" "	2 min.
(thro' tunnel,)	4 min.
$\frac{1}{4}$ of a mile	2 min.
" "	2 min.
" "	1 min.

Total, 18 $\frac{1}{2}$ min. 1.875 miles in 18 min. is at the rate of 6 miles per hour.

Next length—1980 yards nearly level; engines, sheaves, &c. as before.

Distance.	Time.
$\frac{1}{4}$ of a mile	2 $\frac{1}{2}$ min.
" "	2 $\frac{1}{2}$ min.
" "	2 $\frac{1}{2}$ min.
" "	2 min.
" "	2 min.

Total, 11 min., at the rate of 6.136 miles per hour.

Next plane—one mile, or 1760 yards, fall 1 in 41. Loaded wagons (above weight) drawing out rope after them, 5 min. = 12 miles per hour.

Next 1760 yard level; Stephenson's locomotive engine, 10 horse power; height of chimney from ground, about 15 or 16 feet; 13 min., at the rate of 4.61 miles per hour.

Next plane descending, curved laterally 1760 yards, 6 min. = 10 miles per hour.

Total distance 6 miles, at the average rate of 7 miles per hour, exclusive of stoppages. Time,

* The distances and times were taken by myself; the slopes or inclinations, weights, &c., were furnished to me by persons employed on the work.

including stoppages, 1 $\frac{1}{2}$ hour, or less than 3 $\frac{1}{2}$ miles an hour, 51 $\frac{1}{2}$ min. stoppages.

Journey back to Canterbury.—Eight wagons with two boxes to each, about 15 cwt. including 4 wheels, total 120 cwt.

Eight chaldrons of coal, about 27 cwt. each = 216 cwt. + 120 = 336 cwt. or 16 tons 16 cwt. gross weight.

1760 yards rise, say 1 in 60. Four large powerful horses at the rate of 2.60 miles per hour = 23 min. = 4 tons, 4 cwt. each horse.

1760 yards level; locomotive engine, 7 $\frac{1}{2}$ min. at the rate of 8 miles per hour.

1760 yards, rise 1 in 41. Engine stationary, 25 horse power, 7 $\frac{1}{2}$ min. 8 miles per hour.

1980 yards, nearly level, stationary engine, 7 $\frac{1}{2}$ min. 9 miles per hour.

3300 yards, plane descending 1 in 71. 10 min. = 10.68 miles per hour, exclusive of stoppages, 55 $\frac{1}{2}$ min. or 6 $\frac{1}{4}$ miles per hour.

Whole time of journey, including stoppages 70 min. at the rate of 5.14 miles (14 $\frac{1}{2}$ min. stoppages). Cast iron chairs, secured to oak sleepers, width of top bank 10 feet. Sheaves, 24 feet apart.

F. W.

CANAL COLLECTOR'S OFFICE, Albany, Dec. 24, 1832.

The whole quantity of down freight, upon which toll is charged by freight, that was conveyed on the New-York Canals to the city of Albany, during the season of canal navigation in the year 1832, amounts to one hundred and nine thousand three hundred tons, estimating a ton at two thousand pounds, and consists principally of the following articles:

422,695 barrels Flour	
19,091 " Ashes	
21,274 " Beef and Pork	
21,285 " Whiskey	
1,274 hhd. do.	
23,117 bushels Salt	
145,960 " Wheat	
57,929 " Coarse Grain	
151,014 " Barley	

Also, the following property, upon which toll is not charged by weight: 15,224 cords of Wood, 55,569 feet of solid Timber, 36,020,594 do. sawed Lumber.

The quantity of Merchandise, &c. that was conveyed on the Canals from the city of Albany was forty-six thousand seven hundred and ninety-one tons, and the amount of toll paid thereon at this office is two hundred and thirty-six thousand six hundred and twenty-eight dollars. The number of boats that arrived at and departed from Albany is thirteen thousand five hundred and twenty-one.

JOHN B. STAATS, Collector.

[From the Miner's Journal.]

COAL TRADE.—We have laid before the public some statistical information respecting certain branches of the Coal trade, including a view of the capital invested and labor employed in the business of mining and transporting to market the amount of the annual exportations of this mineral from this region. We have not entered into any calculation relative to the cost or value of the very expensive improvements incident to mining establishments. Neither have we said any thing concerning the lands themselves, whence our supplies are derived. The whole number of miners, laborers, horses, cars and boats employed, together with the respective wages of the two first, and original cost of the latter, is comprehended in our statement, without any reference to other collateral subjects which might be introduced. The amount of coal exported from this region during the season which is just ended, is equal to two hundred and four thousand tons. If sufficient encouragement by early purchases is afforded to the industry of the miner and laborer, this quantity may be indefinitely increased, in a ratio at least equal to any future demands. No one in any degree acquainted with the extensive resources of this region will for a moment question the truth of this proposition. The natural capacity of our mountains to supply the article is literally boundless—the means of ex-

portation adequate—the industry of our population greater than any requisitions that can be made upon it. An example afforded by a single locality will illustrate our meaning. On the West Branch rail-road there are 325 cars, belonging to thirty colliers. Contracts have been already made for supplying 100 additional cars. Without including other cars than those which are already on hand or positively engaged, we will commence our calculation by stating that each car will carry two and a half tons of coal. Allowing only one trip per day, while many very frequently make two, the sum total would equal 1000 tons per day, or 6000 tons per week. Estimating a period of 30 weeks for active operations during the season, the aggregate quantity would amount to 180,000 tons, almost thrice as much as is required for the annual supply of New-York. This is a very moderate statement of what can actually be accomplished by one-third of the coal region. Should the backwardness of purchasers and contractors suffer a considerable portion of the season for active operations to elapse without making provision, our calculation may be verified—but the fault will not be ours.

Of the above mentioned 204,000 tons of the coal shipped from this region, there passed down the West Branch railroad - 67,059
Mount Carbon, - - - 57,234
Schuylkill Valley, - - - 27,981*
Mill Creek, about - - - 30,300

Total - - - 182,574

The balance of the 204,000 tons was mined on the line of the canal in this vicinity.

One miner can mine $1\frac{1}{2}$ tons of coal per day—say that he works 5 days in the week, and 45 weeks in the year, this will make 225 days; to mine 203,000 tons of coal will require in round numbers 600 miners. It will require as many persons to haul out, skreen, and convey the coal to the landings, making openings, &c. as it does to mine the Coal—therefore say 600 laborers.

The West Branch railroad is about 12 miles long—the average distance of hauling thereon about - - - 9 miles
Mount Carbon railroad 4 miles, do do 3 do
Mill Creek railroad 4 miles, do do 3 do
Schuylkill Valley do 10 miles do do 5 do
—20

Average distance (say 5 miles)—one horse hauls 4 wagons, and makes two trips per day—each wagon averaging $1\frac{1}{2}$ tons—will make 14 tons for each horse per day—multiplied by 225 days, gives 3150 tons to each horse—which divided into 203,000, gives 65 horses. It requires an equal number of horses to haul the coal out of the drifts—say 130 horses.

To carry this Coal to market it requires about 400 boats—400 horses—and two men and one boy to each boat—making 1200 men and boys on the line of the canal. Total, 2400 persons and 530 horses actually engaged in mining the above coal and conveying it to market.

There are on the West Branch Railroad in use 325 cars, Mount Carbon 150, Mill Creek about 200, Schuylkill Valley 230—total 905 cars.

The cars on the West Branch and Mount Carbon railroads cost on an average \$90 a piece—and those on the Mill Creek and Schuylkill Valley cost about \$50 a piece—which would amount to - - - \$64,550
400 boats at \$500 each - - - 200,000
530 horses at \$40 each - - - 21,200
600 miners at \$7 each per week - 189,000
600 laborers at \$6 do do - 162,000
1200 boatmen at \$5 do for 32 weeks 192,000

Active capital - - - \$828,750

RECAPITULATION.

Miners - - -	600
Laborers and boatmen - - -	1800
Total - - -	2400

* There also passed down this road 33,470 shingles and 628,092 feet of boards.

Horses - - - - -	530
Cars - - - - -	905
Boats - - - - -	400
Active capital - - -	\$828,750

Price of Fuel in New-York, Dec. 18, 1832.

COAL.		Cargo.	Retail.
Liverpool, per chaldron, -		\$11 50	\$13 50
Sydney do - - - - -		9 50	10 50
Virginia do - - - - -		9 00	10 00
Schuylkill, per ton - - -		9 50	11 00
Lehigh do - - - - -		9 50	11 00
Lackawanna, do - - - - -		9 50	10 00
WOOD.			
Hickory, per load, (4 cord) -		\$2 50	a 3 00
Oak do - - - - -		2 00	a 2 25
Ash do - - - - -		2 00	a 2 25
Pine do - - - - -		1 50	a 2 00
Chesnut do - - - - -		1 37	a 1 50

The following is the quantity of Coal sent to market in the years 1831 and 1832, as near as can be ascertained, in round numbers:

	1831.	1832.
Schuylkill - - - - -	81,000 tons	204,000
Little Schuylkill - - -		14,000
Lehigh - - - - -	43,000	76,000
Lackawanna - - - - -	53,000	85,000
	177,000	379,000

The consumption last year, as near as can be ascertained, was

152,000

Showing an increase over the consumption of last year of 152,000 tons, and over the supply of the same year of 202,000 tons.

AGRICULTURE, &c.

(From the New-York Farmer.)

PUBLIC ATTENTION TO THE MANUFACTURE OF SILK.—The editor of the New England Farmer, after approving of a petition to the Legislature of Massachusetts for a bounty on Mulberry Trees and Silk, inserts the following letter from a lady. Miss Parmentier, of Brooklyn, had her cocoons spun in paper, rolled in the shape of a sugar-loaf, and pinned upon a board or other convenient article: a paper for each worm.—[Ed.]

A lady who prohibits our making her name public, after some inquiries relative to obtaining some of Mr. Derby's Durham short horn cows, says, "I regularly seek for more information on the silk culture, and wish much to obtain such knowledge of the improved method of accommodating the worms with mounting frames, instead of the old fashioned custom of oak branches. I began last summer the work of feeding the worms, and, aided by Mr. Cobb's Manual, and the work of Dr. Pascalis, produced twelve bushels of cocoons. But after obtaining the reel from Mr. Cobb, was not able to find any one here to reel it, and have reason to fear have lost all the silk by not having it reeled in proper season.

"I am so well convinced of the value of the mulberry tree that I have lately set out 3000 trees of three and four years old—part at regular distances, and part thick in fences—being anxious to improve the little spot of land about my house (22 acres) I have also set out 3600 of the best orchard trees of grafted fruit, and about two thousand grape vines of the best sort for wine, with a large portion of native or wild vines, to see what may be done with land well stocked, well planted, and well tilled.

"The plate of the mounting frame for the silk worms in Dr. Pascalis' book is not such as any common carpenter can make them by. If in Philadelphia, or elsewhere, you can obtain the best mode of superseding the branches of trees, which spoil the floss, and require much labor to pick, you will do the silk culturist an important service; and during the season of

leisure is the time for preparing for the next summer. I visited Mansfield, in July, when they were feeding the worms, with the hope of seeing the best improvements, but found the old way was still practised. I have no doubt that if there was an agent in this city, [New-Haven,] for the purchase of cocoons, or the silk reeled according to the improved reel, many families among the industrious classes would avail themselves of it. But during the last silk season I had many persons bring a few hundred, or a few pounds of unreared silk to me to try to dispose of their labor, but I was unable to find a market here for my own; and for this cause, I heard several say that they would never have any thing more to do with silk. I am induced to name this circumstance to you, sir, in hopes that it may be in your power to remedy the evil and promote the cause. There must be a market open for all produce at the place, for small farmers cannot afford to send it to a distance. * * * * *

"My natural love of rural occupations has induced me to build my cottage out of the city, where I prefer the hum of the bee to the rolling of wheels, and to converse with Dame Nature at early dawn, when her school room opens to give instruction to her children."

By the Editor.—We are under great obligations to the lady who favored us with the above remarks; and should be happy if some friend to American industry, who has a practical as well as theoretical acquaintance with the manufacture of silk, would oblige us with such directions as might meet the wishes of our correspondent. P. S. Du Ponceau, Esq. of Philadelphia, in a letter to Gen. Dearborn, published in the New England Farmer, vol. ix. pp. 57, 58, says, "I have discovered that we have in this country, from England, France, Germany, and other places, manufacturers of silk of almost every description. We have silk throwsters, silk dyers, silk weavers, silk manufacturers, all but good reellers, without which the labor of the others must be at a stand. These then are all waiting for employment, some of them in very poor circumstances. All we want is the art of reeling, and every thing else will follow. As to mulberry trees and silk-worms, let but a good price be given for the cocoons, and they will be produced as if by magic. Every thing, as the silk brokers say, depends upon good reeling."

Rearing of Sheep and Lambs, particularly the Merino Breeds. By MR. S. LYMAN. To the Editor of the New-York Farmer.

GOSHEN, CONN. October, 1832.

SIR,—I have had the pleasure of seeing several numbers of the "New York Farmer and Horticultural Repository," and I am much pleased with the design and execution; I am likewise gratified with seeing the recent establishment of the New York State Agricultural Society; it cannot fail of being extensively useful, as your object is not only to stimulate farmers to use the best means to improve their lands, and obtain the best stock, but to give the public the benefit of their experience and success.

A writer in the March number, speaking of the rearing of sheep and lambs, requests every Farmer who has had good success to trace the cause and make it known to the public. It has been a part of my business for the last twenty-five years, to raise sheep, particularly the Merino and Saxony breed.

As my success has been far beyond my expectation, I am induced to think myself fortunate in hitting upon the cause.

My practice during the summer months, is to give my flocks a sufficiency of pasture to keep them in good heart, but not to have them become fat. To do this, I find it best to change them once in twelve or fifteen days, keeping the feed short but fresh, and frequently salt them. In the month of October lessen the flocks, so as not to have more than fifty or sixty together; put them into pastures reserved for the purpose, where the feed is rather better than where they have been kept. By this means they will soon

begin to gain, so by the beginning of winter they will be in a thriving condition; then, by plenty of good hay and water, continuing the salting when the weather is moderate, I have been able to keep them in good condition. Two or three weeks before yearning time, they ought to have plenty of rowen hay; if this cannot be had, let them have the best of English or clover hay, and be fed with turnips or potatoes three or four times a week, and they will usually have plenty of milk, which I consider the great secret of raising lambs. Agriculturists know that ewes go with young about one hundred and fifty days. When the time comes for them to yearn, they require the strictest attention. They must be kept in warm places, well littered, and the lambs assisted to suck as soon as they can stand; any further assistance is rarely necessary, provided the ewes own their lambs, but this is not always the case. Some ewes will have their lambs and take no further notice of them; if so, they must be put together in small pens, the ewes tied, and the lambs assisted often to suck; in a few days the ewes will be fond of them, when they may be untied, and there is no further trouble. I think it important to have sheds, open on one side, that the sheep may go under during storms or very cold weather. Always keep the yards well littered, and in this way they make large quantities of manure.

I do not think it best for them to ramble much after the winter sets in, and it becomes necessary to feed them, for it seems to take away their relish for hay, and they will most surely lose flesh. I have thus given an outline of my plan, I will now state the result of my success. I have repeatedly raised one hundred lambs without losing one; and one year I raised one hundred and sixty, and no ewe that had a lamb failed rearing it.

In a few cases ewes lost their lambs, and twin lambs were substituted in their places. The ewe was made to receive the lamb by rubbing the dead lamb all over it, and tying the ewe in a small pen, often assisting the lamb to suck, and a few days will be sufficient to make her receive it as her own. If you think these remarks are worthy a place in your paper they are at your disposal. Yours, &c. S. LYMAN.

THE CRANBERRY is a native of New-Holland, Europe and America: it grows spontaneously in the flat sandy, and in some of the mossy bogs in this country. At Sandy Neck, on the north side of Barnstable harbor, are quite extensive tracts covered with the wiry vines of the cranberry, and are estimated to produce in favorable seasons one thousand bushels of fruit. The cranberry grows most luxuriantly in soils composed almost wholly of beach sand, where water, at all seasons of the year, can be obtained a few inches below the surface. It can be profitably cultivated. A particular account of the method pursued by Mr. Henry Hall, of Dennis, was some time since given in this paper. He has been engaged in the cultivation of this fruit upwards of twenty years, and his grounds have averaged about seventy bushels per acre annually. Mr. Hall practiced taking the plants from their natural situations in autumn, with balls of earth about their roots, and setting them 3 or 4 feet distant from each other. In the course of a few years they spread out, and cover the whole surface of the ground, requiring no other care thereafter, except keeping the ground so well drained as to prevent water from standing over the vines. The cranberry may be propagated from the seed. It should be planted in autumn, as soon as the fruit is ripe, and a year afterwards the plants may be transplanted to the situations where it is intended for them to grow. There are many situations in this country, and we doubt not in every part of England, well adapted to the profitable cultivation of the cranberry. Grounds that are overgrown with fine rushes or moss, may be rendered suitable, by spreading over a suitable dressing of beach sand previously to transplanting the vines.—[Barnstable Journal.]

HOME AFFAIRS.

Mr. Calhoun has resigned the Vice-Presidency, and takes his seat as a Senator. This the first time in our history, that either of the first two offices of our Government has been vacated before the constitutional period.

CONGRESS.

In the SENATE, on 3d inst., Mr. Kane, from the Committee on the Public Lands, to whom had been referred the bill to appropriate for a limited time the proceeds of the sales of the public lands, and granting lands to certain States, reported the same with an amendment, striking out all after the enacting clause, and inserting, in lieu thereof, a proposition for the reduction of the price of the public lands, &c. On motion of Mr. Clay, the bill and amendment, was made the special order of the day for Monday next. Mr. Silsbee introduced a bill to explain and amend the 18th section of the act of July last, "to amend the several acts imposing duties on imports," which was read twice and committed. Mr. Benton introduced a bill to increase and regulate the pay of the Medical Staff of the Army, which was read and ordered to a second reading.

In the HOUSE OF REPRESENTATIVES, Mr. Verplanck, from the Committee of Ways and Means, reported a resolution ordering that, on and after Monday next, the House will, at one o'clock of each day, go into the consideration of the bill to reduce and otherwise alter the duties on imports, until the same shall be disposed of. By the rules this resolution should lay one day on the table. Mr. Verplanck moved to suspend the rules that it might be acted on without delay. Upon this question the yeas and nays were—Yeas 106—Nays 77.

Two thirds not voting in favor of the motion it was lost, and the resolution lies on the table until to-day. The resolution of Mr. Everett, for inquiring into the expediency of reducing the rates of postage then came up. Mr. Cambreleng offered an amendment, when Mr. Polk moved to lay resolution and a amendment on the table, which was carried. Yeas 90, Nays 89. The bills reported on the preceding day from the Committee of the whole on the state of the Union, were then ordered to be engrossed, excepting the bill providing for the exemption of merchandise imported under certain circumstances from the operation of the act of May 1828, upon which an animated debate arose, in which Messrs. Wickliffe, Dearborn, Hoffman, and Ingorsol, took part. Before the question was taken upon the engrossment of the bill, the House adjourned.

In the SENATE, on 4th inst., the Hon. John C. Calhoun, of South Carolina; and the Hon. William C. Rives, of Virginia, appeared, when the usual oath to support the Constitution of the United States was administered to them and they took their seats. The Hon. George A. Waggaman, of Louisiana, also attended. Mr. Dallas, from the Committee on Naval Affairs, reported a bill to increase and regulate the pay of the officers of the Navy, which was read and ordered to a second reading. The bill to provide for the continuation of the Cumberland Road from Vandalia, in Illinois, to Jefferson City, in Missouri, was taken up, and considered in Committee of the Whole. Mr. Benton moved an amendment, providing for the continuation of said road to the frontiers of the State of Missouri. After a short discussion, the bill was laid on the table.

In the HOUSE OF REPRESENTATIVES, several bills were reported by the Standing Committee. The resolution reported on the previous day, on the consideration of the bill to reduce and otherwise alter the duties on imports, came up; but after some trifling debate, the hour allotted to morning business having elapsed, various other bills heretofore ordered to be engrossed, were read a third time and passed.—The residue of the day was devoted to private bills.

The Senate did not sit on Saturday.

In the HOUSE OF REPRESENTATIVES, after various petitions had been presented, Mr. Ellsworth, from the Judiciary Committee, reported a bill to revive and continue in force an act providing for the reports of the decisions of the Supreme Court, which was read twice. Mr. E. moved that it be engrossed for a third reading. The Speaker decided that the bill came within the rule, which provided that every proposition for a tax or charge upon the people, shall receive its first discussion in a Committee of the Whole House. Mr. Adams appealed from the decision of the Chair, upon which a prolonged discussion took place. The decision of the Chair was affirmed—yeas 162, nays 14. The residue of the sitting was devoted to private bills.

THE GOVERNOR'S MESSAGE TO THE LEGISLATURE OF NEW-YORK.

Fellow-Citizens of the Senate and the Assembly:

In reviewing the condition of the State since the last annual meeting of the Legislature, we have cause to be thankful that all the sources of our prosperity continue undiminished. The labor of our citizens, in every department of industry, has been rewarded with a generous return; our harvests have been abundant, our manufactures flourishing, and our internal commerce growing in activity and extent. It has usually been the grateful duty of my predecessors, in adverting to the occurrences of the preceding year, to acknowledge in their annual messages a large measure of public health, as one of the blessings which the Sovereign Ruler of Nations had vouchsafed to the People of this State. But during the past season he has, doubtless for wise purposes, permitted a malignant disease to ravage our principal cities and villages, and to sweep away many thousands of our fellow citizens. It becomes us as dependent beings, sharing largely in his bounties, to submit with humble resignation to all his afflictive dispensations. Considering the many millions of the human family who in Asia and Europe had fallen victims to this epidemic, its appearance among us was naturally regarded as one of the greatest calamities. But we have reason to rejoice, although our apprehensions of its destructive power were during its prevalence fully realized, that the period of its duration was so brief, and that it has now ceased to exist within this State. Whether it shall return to renew its work of destruction, and clothe our land in mourning, must depend upon the sovereign will of Him who holds in his hands the destinies of mankind. As guardians of the public health, it is your duty to prevent, as far as it can be done by human agency, the re-appearance of this fatal scourge; and, in the event of its return, to mitigate its severity and circumscribe the sphere of its ravages. The act relative to this subject, passed at the last session of the Legislature, as to some of its important provisions, will expire on the first day of February next. The propriety of continuing those provisions, with such additions and modifications as experience has suggested, is respectfully submitted to your consideration.

Our penitentiary establishments have heretofore received, as they certainly deserved, the peculiar regard of the Legislature. To such institutions philanthropists have long looked for a diminution of human sufferings, moralists for a check to human depravity, and statesmen for a valuable improvement in the affairs of government. The results anticipated from this system, were the almost entire abolition of sanguinary punishments, the reformation of delinquents, the decrease of crimes, and the relief of the public, to a great extent, from the onerous burdens of supporting those who by a violation of the laws, should forfeit the rights and privileges belonging to obedient citizens, and render themselves unworthy as well as unsafe members of society. In some considerable degree these anticipations have been realized. Your benevolent feelings will come in aid of your sense of duty to urge you on, to do whatever yet remains to be done to improve the system, and make it subserve, as far as practicable, the beneficial ends for which it was instituted.—The full consideration which this subject received from my immediate predecessor, and the sound views and wise suggestions, not only in relation to the State Prisons, but to subordinate establishments contained in his annual messages, render it, as I conceive, unnecessary to enlarge upon these topics. There is also another reason which induces me to abstain from them at this time. At the last session of the Legislature, the House of Assembly appointed a committee to visit the State prisons, to examine the manner in which their accounts are kept and their affairs conducted, and to report the result to the Legislature. This examination has been made; and you may expect, at an early day in the present session, a report which will furnish such information as you may require to guide your legislation on this interesting subject.

In the course of the last summer, the epidemic cholera made its appearance in the prison at Mount Pleasant, and prevailed there for about forty-five days. The number of cases was three hundred and seventy-six, and the deaths one hundred and three. On receiving notice of this event, the Executive, with commendable promptness, repaired to the prison, in order that the most efficient assistance should be given to the sick, and the best measures taken to check the ravages of the disease, and abridge the period of its duration.

I am not aware that the prevalence of the epidemic in this institution has indicated the necessity of any further legislation in regard to our penitentiary establishments, except the adoption of a provision excluding, for a proper period, all convicts coming from places where contagious or epidemic diseases of a malignant character prevail, and for keeping the persons thus excluded in some healthful situation, until they can be introduced with safety among the other prisoners.

The number of convicts belonging to this prison, including the females confined at Bellevue, is eight hundred and sixty-six. Two hundred and seventy-three have been received into it during the last year. This number is sixty-five less than that of the year preceding. The total number of deaths, including those by the cholera, is one hundred and forty-five. One hundred and sixty-five convicts have been discharged on the expiration of their sentences—sixty were transferred to the prison at Auburn, and thirty-two pardoned. By reason of the prevalence of the cholera, the financial affairs of this prison do not exhibit the favorable result that was anticipated. A full statement in relation not only to this subject, but to the entire operations of the establishment, will be submitted to you in the annual report of the inspectors.

The account from the State Prison at Auburn, presents a highly gratifying result. The number of convicts in it at this time, is six hundred and seventy-nine. One hundred and twenty-seven were received into it, pursuant to the sentence of courts between the first day of January last and the twenty-second day of December following. This is twenty-seven less than the number received there the preceding year. One hundred and fourteen have been discharged by reason of the expiration of the period for which they were sentenced; twenty-seven have been pardoned; twelve have died, and one was released by order of the Supreme Court. The sum charged during the year ending on the thirtieth of September last, for the services of the convicts, to those who employed them, is forty-one thousand five hundred and fifty dollars and 32 cents; and the expenditures for the general support and repairs of the prison, including the expenses of erecting a stone shop, one hundred feet long and forty wide, have amounted to thirty-eight thousand, three hundred and five dollars, and thirty-one cents. The Legislature directed, at its last session, two hundred and twenty additional cells to be built in this prison, and authorized the payment of six thousand dollars from the Treasury for this purpose, if it should become necessary, in addition to the unexpended balance in the hands of the agent, accruing from the earnings of the convicts. These cells have been built during the past season, from the avails of the labor of the convicts, without resorting for any aid to this appropriation. These additional cells will enable the agent to assign a separate one to each convict, thereby giving full effect to a valuable improvement in prison discipline.

It is worthy of remark, that there has been no conviction for murder or other capital offence in this State during the past year; and that the whole number of sentences to the state prisons during the same period, has been ninety-two less than those of the preceding year.

I cannot reconcile it to my sense of duty, to pass from this subject, without calling your attention, as my immediate predecessor has repeatedly and earnestly done, to what I am persuaded would be a valuable improvement in our penitentiary system—the erection of a separate prison for female convicts.

I have received from the Mayor of the city of New-York information that the subordinate authorities of a foreign government, have sent on board a vessel bound to that place, a number of convicts. As soon as the fact was ascertained, an application was made by him to the General Government for the interposition of its authority to prevent this practice. The answer to this application intimates that the remedy must be applied by the State, or by the municipal authorities of our cities. A regard for the morals of our citizens, as well as the safety of their persons and property, requires, that the introduction of such persons within our borders should be prevented as far as practicable. I therefore respectfully suggest, that you should take this subject into your consideration, and provide a remedy for the evil.

At a late Court of Oyer and Terminer held in the city of New-York, the lotteries were presented as unauthorized by constitutional laws, and a public nuisance. In compliance with the request of the grand jury making the presentment, the court has transmitted it to the governor, in order to have the

subject brought to the attention of the Legislature. At the last session, a resolution was passed by the Assembly, directing the Attorney General to examine the question, as to the constitutionality of the law authorizing the lotteries. When his report is received, you will, I trust, take the subject into consideration, and make such disposition of it as shall comport with the public interest and the rights of individuals.

The militia system has an essential connection with the preservation of our liberties. The political sagacity which, in the organization of our government, perceived the importance of laying its foundations in popular principles, saw also the necessity of arraying the whole body of our citizens in support of the public authority, and in defence of our sovereign rights. If the only advantage resulting from the periodical trainings of the militia was to suggest to those of whom it is composed a sense of the solemn responsibility which devolves upon them as a part of the public defence, and the duty of being at all times prepared for the exercise of that exalted function, this alone would be a sufficient reason for upholding the system, even with its present expense and inconvenience. But it is believed that there is no difficulty in removing, consistently with all the ends of its institution, a large portion of the public burden, which, in the progress of events, has become unnecessary. This object cannot, however, be accomplished by State authority. The Constitution of the United States has given to Congress the power to provide for organizing, arming and disciplining the militia, and the power has been exerted by an act of Congress passed at an early period of the Government. The provisions of this act cannot be suspended or vacated by the laws of the State. The changes which have been wrought in the condition of the People of the United States since this act was passed, require modifications of some of its most essential provisions; and it is due to the People that no burden should be continued, when the exigency which called for it has ceased to exist. The alterations in the established system deemed most material, are a diminution of the period of enrolment and some provisions by law, which shall convert the expense of arming the militia from an unequal tax upon the person performing the service, into a just and equal tax upon the property of all. The President of the United States has, in his recent message to Congress, called their attention, in general terms, to this important subject, and it is earnestly to be hoped that they will make such amendments to the militia law as shall, without impairing the efficiency of the system, diminish to every practicable extent, the burden of military service. In the meantime every good citizen will esteem it his duty to uphold by his countenance and support, the law as it exists, and to discourage, so far as may be in his power, all attempts to bring into disrepute an institution which, whatever defects it may have, is as vitally connected as any other with the durability of popular governments.

It will appear by the annual returns of the Adjutant General that the numerical force of the militia of the state exceeds 188,000 men.

Of all our institutions, there is none that presents such strong claims to the patronage of the government, as our system of common schools; and it is gratifying to know that these claims have been recognized, and to a very considerable extent satisfied. The wisdom and providence of our legislation appear perhaps nowhere so conspicuously, as in the measures which have been adopted, and the means which have been provided, for the general diffusion of primary education among the children of all classes of our citizens. The communication on this subject, which you will receive from the Superintendent of Common Schools, will exhibit very satisfactory results. Reports have been received by him from 811 towns and wards, (the whole number in the state,) containing abstracts of returns from 8,941 districts, in which there are 508,878 children, between five and sixteen years of age, of whom 494,959 have been taught in the common schools during the past year. The public money distributed the last year to the several districts, amounts to 305,582 dollars, including the annual appropriation of 100,000 dollars derived from the common school fund, and the sum of 17,198 dollars, produced by the local funds belonging to certain towns. Besides these sums of public moneys, the inhabitants of the districts have paid 350 thousand 320 dollars; all these several sums, amounting, in the aggregate, to six hundred and sixty-three thousand, nine hundred and two dollars, have been expended during the last year in payment of the wages of teachers.

The Superintendent estimates, from the data furnished by the reports of the last year, that the expenditure under this system has been one million, one hundred and twenty-six thousand dollars, of which the public fund provided by the State, contributed less than eleventh part. An active and adventurous spirit of improvement, characterizes the present age; its best direction would seem to be, towards multiplying the facilities, and consequently abridging the time and labor, of acquiring knowledge. I indulge the hope that much may yet be done in this respect for primary education. One of the most obvious improvements in relation to common schools, would be a plan for supplying them with competent teachers. Under present circumstances, the remedy to the evils resulting from the employment of persons not properly qualified, can only be applied by the trustees and inspectors, and I am not apprized that any further direction for regulating their duties in this respect could be usefully presented to the Legislature.

The two medical institutions established by the authority of the State, and cherished by its patronage, are in a highly flourishing condition. The number of pupils attending the course of lectures at the college in the city of New York, has for several years past, been annually increasing, and is now one hundred and eighty-eight; the number in the college of Fairfield is one hundred and ninety.

I also commend to your care and protection the colleges, and other seminaries of learning in this State. They shed a healthful influence upon our free institutions, and contribute in an efficient manner, and in various ways, to improve our social condition.

Nothing, I am convinced, need be said by me, to turn your favorable regard towards institutions having for their object the dispensation of benefits to those from whom have been withheld some of the best faculties that belong to the common condition of us all. The Asylum for the instruction of the deaf and dumb at New York, is provided with capable teachers, and merits the public confidence, and a continuance of the fostering care and patronage of the Legislature.

There is a diminution in the income provided for the support of this institution to such an amount, that it has become necessary, in order to continue its present usefulness, that aid should be given to it. An application will be made to you for assistance, and will no doubt receive your kind consideration. I regret to learn that the Central Asylum for the deaf and dumb is in a less prosperous condition, and still more deficient in its pecuniary means, than the institution in the city of New York. It has also claims to your favorable consideration, and to the bounty of the government.

The method of giving relief and support to indigent persons, by the adoption of the county poor house system, in most of the counties, has essentially improved the condition of this class of persons, and greatly diminished the charge upon the public for their maintenance. In forty-five counties farms have been purchased, and poor houses erected, at an aggregate expense of two hundred and sixty-eight thousand, eight hundred and fifty dollars; being an average expense to each county of five thousand nine hundred and seventy-five dollars. In this estimate are not included the almshouse and penitentiary in the city of New York, which cost five hundred and thirty thousand dollars. The number of persons in the poorhouses on the first of December, one thousand eight hundred and thirty-one, including the city of New York, was five thousand five hundred and fifty-four; and the average annual expense of supporting each pauper in these establishments, as ascertained from the reports of the superintendents of the poor, is thirty-three dollars and twenty-eight cents. The abstract of the reports of county superintendents, which the Secretary of State is required to lay before you, will furnish the results of the system for the past year.

The several funds of the State, except that ordinarily resorted to for the means of defraying the expenses of the government, are in a prosperous condition. The income from the Erie and Champlain canals, and the canal fund, during the last year, is about one million, five hundred and ninety-four thousand dollars. The Commissioners of this fund now have under their control, applicable to the payment of the canal debt when it shall become due, or sooner if the stock can be purchased on favorable terms, about three millions and fifty-five thousand dollars.

If no important changes take place, in the business of these canals, and none of the revenues are diverted from the fund, it is reasonable to anticipate that before the first of January, one thousand eight

hundred and thirty-eight, means will have been realized for the entire extinguishment of the whole of this canal debt; but should the change now contemplated, as to two important items of this revenue, be effected, the period at which the Commissioners will be in possession of the means to discharge the whole debt, will be proportionably deferred. The views of the Commissioners of the Canal Fund, as presented in their last annual report, have been substantially realized, in relation to the Oswego Canal Fund, and the Cayuga and Seneca Canal. The revenues have been less than the estimates, and the deficiencies to be drawn from the treasury have a little exceeded them. The estimated deficiency for the current year in the revenues of the Oswego Canal Fund, is nineteen thousand three hundred and sixty-seven dollars, and thirty-six cents; and that of the Cayuga and Seneca Canal, four thousand three hundred and fifty dollars; making together a total of twenty-three thousand seven hundred and seventeen dollars, and thirty-six cents.

The expenditures upon the Chemung canal, during the last fiscal year, were eighty-nine thousand nine hundred and thirty-nine dollars and sixty-eight cents; and the balance of moneys in the hand of the Commissioners, on the thirtieth of September last, appropriated to the construction of this canal, was thirteen thousand and eighty-six dollars, and thirty-nine cents. I learn, however, that the Commissioners are authorized, by existing laws, to make further loans for this object, to the amount of twenty-five thousand seven hundred and thirty-seven dollars, and that this sum was supposed to be sufficient for the completion of the work. Not having received from the Canal Commissioners any intimation that further means will be required, or that any further legislation is called for in reference to this canal, I am not aware that the subject will claim your particular attention.

The Crooked Lake canal is also in progress, and the expenditures upon it, between the 12th of October, 1831, and the 30th of September of the following year, amount to sixty-seven thousand nine hundred and six dollars, and forty-six cents. The unexpended balance, on the latter day, of moneys applicable to this canal, was nineteen thousand two hundred and five dollars, and eighty-seven cents; and twenty thousand dollars of the appropriation had not then been borrowed. I am not advised that the work will require additional appropriation. The Canal Commissioners will communicate to you the present condition of the two last named canals, and their opinion as to the period when they will probably become navigable.

The fund set apart for the encouragement and support of common schools, is safely vested, and in a highly prosperous condition. The constitution declares that this fund "shall be and remain a perpetual fund, the interest of which shall be inviolably appropriated and applied to the support of common schools throughout this state." This injunction has been faithfully observed. Since the adoption of the Constitution, the net increase of this fund has been five hundred and seventy-nine thousand, three hundred and forty-seven dollars; and the whole of it now amounts to one million, seven hundred and thirty-five thousand, one hundred and seventy-five dollars. The capital is now sufficiently productive to yield the one hundred thousand dollars required by law to be annually distributed for common school instruction.

The Regents of the University are enabled to apportion annually to the academies ten thousand dollars, from the revenues of the literature fund.

The general fund is almost exhausted, by the liberal contributions it has yielded to all other funds, by the payment of the State debts, and by furnishing, unaided for the last five years, all the means for the ordinary and extraordinary expenses of the government. The revenue from this fund has at no time been sufficient, without the avails of a general tax, to satisfy the demands upon the Treasury. In order to meet these demands, and to relieve our fiscal affairs from embarrassments, it became necessary in 1814, to impose a tax of two mills on each dollar of the valuation of real and personal property in the state. This tax was continued until eighteen hundred and eighteen; then it was reduced to one mill; in eighteen hundred and twenty-four, to half a mill, and in eighteen hundred and twenty-seven it was wholly discontinued. When the Legislature refused to continue the tax it was well understood that the general fund could not long sustain the burden cast upon it; that its capital would be rapidly reduced and soon exhausted. Though this event has not approached so rapidly as was anticipated, it is now at hand, and this session should not in my judgment, be permitted to pass away without providing the means, by the adoption of some settled plan, to satisfy the demands that must inevitably be made upon the treasury. The annual expenses of the government, in future years, will not fall far below

three hundred thousand dollars, and all the available means for the current year, other than a resort to the remaining capital of the general fund, will be less than one hundred thousand dollars.

According to the statement of the Comptroller, the capital of this fund is now only five hundred and seventy-eight thousand, three hundred and ten dollars; and if from this amount be deducted the debt due for the stock issued to John Jacob Astor, now payable at the pleasure of the State, this capital may be regarded as almost entirely expended. At the period when the state tax was discontinued, I had the charge of the financial department of the government. Disapproving of the policy of impairing the general fund, I recommended the continuance of the tax; and in subsequent years I deemed it my duty to urge a return to it. It would be useless to attempt now to determine whether the policy thus recommended, and I believe every year since, urged upon the Legislature by the head of that department, and for the three last years by the Executive, was preferable to the course which has been pursued. We are now brought to a condition in which the expedient heretofore used for meeting the demands on the treasury, can be no longer resorted to, and a new system of revenue must be devised.

A movement has been made for the purpose of releasing the auction and salt duties from the constitutional pledge by which they are secured to the canal fund. If this measure should be consummated, and the avails of these duties restored to the general fund, and the amount of the income from these sources should not be materially affected by the anticipated change in the salt duty, or the possible legislation of Congress in relation to auction sales,—the revenue would in this manner receive an augmentation which will render it nearly, or quite, equal to the demands upon it. But it will be perceived, that this proposed measure is beset with contingencies, which cannot be effectually controlled by your legislation. The people may not approve of the proposition to release the pledge; and if they should, it may not be deemed wise to draw, after the canal debt is paid, a large revenue from these sources, or to devote what may be thence drawn to the support of the government.

The canals are rapidly accumulating the means for the extinguishment of the debt for which their income is hypothecated. When this object is accomplished, the tolls may, with fair claims of justice, be resorted to, for the means of replenishing the treasury, to an amount at least equal to the sum abstracted for the benefit of the canals from the general fund. On whatever principle this account shall be stated, the sum that will be found due will probably be sufficient not only to reimburse any loans which may be made for defraying the expenses of the government, but to afford a temporary aid to such works of internal improvement as the State may think it wise and prudent to undertake.

The money diverted from the general fund to the use of the canals, belonged equally to the citizens in all parts of the state; but the object to which it was appropriated, though eminently beneficial to all, was not so to all in an equal degree. The inhabitants, in districts of the State remote from the canals, do not derive as much advantage from them as those in their immediate vicinity. They will therefore naturally prefer to have the treasury replenished by a repayment of the contributions made to the canals, rather than by resorting to a general tax. The justice of the claim upon the revenue of the canals to some extent, in favor of the general fund, will probably not be denied, but the amount which shall be repaid, and the objects to which it shall be appropriated, will doubtless give rise to much diversity of opinion. If we were prepared to settle these questions, we have not the power to do so: they must be left for our successors. Shall we then anticipate their decision, and accumulate a debt for the ordinary expenses of the government, trusting to the future appropriations of the income of the canals for its repayment?—Without a confident reliance on this, or some certain and specific resource for its redemption, there are, in my mind, strong objections to the creation of such a debt. A national debt has been regarded by the true friends of a republican government as a national evil. When the public funds are not drawn immediately from the people, a proper sense of dependence on the part of those who have the appropriation of them is lost; and a salutary check to improvident and profuse expenditure is removed. When the motive for the constituent to scrutinize the conduct of the representative is enfeebled, the latter ceases to feel and act under the consciousness of a due accountability.

If the force of relationship in a government like ours be weakened, the action of the whole political system is deranged: economy is no longer regarded as a political virtue; public spirit loses its true aim, and its energies are directed to personal and ignoble ends. A large funded debt has a tendency to create artificial distinctions among the people—to divide society into

the rich and the poor, and to bring about a state of things, in which labor is made tributary to wealth, and power purchased by influence. At this time, when the General Government is presenting for the admiration of the world, the unprecedented fact of the total extinguishment of a large national debt, it would ill become this State, eminently distinguished for her wealth, her resources, and the enterprising spirit of her citizens, to counteract in any degree this impressive political lesson, by the commencement of a debt for defraying the expenses of her government.

A national debt may be the result of inevitable necessity. The efforts which nations are required to make, to recover their civil liberty, or to defend their rights, may involve an expenditure beyond their present ability to pay. A debt thus contracted confers no reproach, and its payment may be deferred until the people that incurred it have replenished their resources, and become able to sustain the burden of discharging it, without withering their prosperity. Such was the origin of our national debt, and such has been our course in regard to its payment. The debt contracted by this State on account of the canals, is justified on a different principle. The object for which it was incurred was specific, and ample means for its speedy redemption were provided in the very act which authorized it. It could in no event have been forwarded on to a future age, as an incumbrance upon it, to be paid by a general tax, without a violation of the most solemn pledges.

Whether to resort to a general tax, moderate in amount, in order to provide the means to meet the exigencies of the government, shall be forborne, and a reliance be placed on the chance of deriving sufficient aid for that purpose from the duties on salt, and auction sales; or a debt contracted, with a view to its redemption from the canal revenue, after it is relieved from its present hypothecation, are questions which may with propriety be left to the immediate representatives of the people. If, upon due deliberation, you should determine to levy a tax, and leave the other revenues unanticipated and unimpaired, to be managed and disposed of by your successors, as the best interests of the State shall indicate, when the existing incumbrance is removed, I feel the fullest confidence that the people will cheerfully acquiesce in the decision.

There is no subject connected with our local affairs that we can contemplate with so much satisfaction as our works of internal improvement. The advantages resulting from them are felt in all parts of the State, and in the diversified occupations of our citizens. Every where their beneficial effects are visible, bearing testimony to the wisdom which conceived the system, and the enterprise which put it in operation. The peculiar formation of our State, indicated at an early period to some of our enlightened and sagacious citizens, the practicability, as well as the usefulness, of connecting the great northern and western lakes with the Atlantic ocean by means of artificial water communications. The enterprise of the present age has most successfully carried into operation the grand conceptions of the past. The spirit which prompted us to enter upon this system was not, however, wild and reckless; while it anxiously sought the end, it carefully estimated and wisely provided the means for its attainment. Though much has been done to improve the condition of our State, much yet remains to be done. While we allow the success which has attended our efforts at home, to impel us forward in the career of improvement, we should not be regardless of the less fortunate effects which have resulted from similar enterprises abroad. On the one hand, it would be unworthy of the character of the State to pause in this career: On the other, it would be unwise to rush forward in it, accumulating burdens upon the people without securing proportionate advantages.

From all internal improvements, there necessarily result local benefits, and it is natural that those parts of the state which have not participated in them should indulge an impatient desire to do so. Wise legislation should endeavor to gratify this desire as far as practicable, when it can be done with due regard to the public interest. Local interests concurring with, or pretending to, the general good, will devise and press upon your consideration particular plans for improvement, both by canals and roads, and if you should determine that it was expedient to do more at present than to complete those already begun, the difficult and responsible duty of selection will devolve on you. Though revenue is not the sole consideration that should influence your decision, it ought to have great weight with you, for it will be a test of the public usefulness of the work. In my judgement, the first object of inquiry should be, to ascertain, as accurately as possible, the amount of expenditure a proposed work will involve; and the next, the amount of revenue that may be derived from it. If the revenue promises to be sufficient to keep it in repair when finished, to defray the expenses of superintendence and the collection of tolls, and to meet the claims for interest on the capital expended, sound policy requires that it should be constructed. Even if a less favorable result should be anticipated for a few years, the question of authorizing the construction of a public work may yet be very properly entertained. An improvement, opening an easy and cheap communication into the interior of any part of the State, would soon develop new resources in that section, increase the quantity of its productions, and expand its trade. If it should require the lapse of a few years to produce these effects, and to in-

crease the revenue to an amount sufficient for the purposes before specified, this would constitute no conclusive objection to the undertaking. Should the proposed work be connected with those now in operation, the effect it might have on the productiveness of them, should also be regarded, and to a reasonable extent, influence your decision. Improvements that will ensure these results at the time of their completion, or shortly thereafter, should inspire no dread that a general burden will be cast upon the State, to discharge the debt created for their construction; because the gradual growth of the adjacent country, and consequently the extension of trade, will increase the revenue, until there will ultimately be a surplus to be applied in redemption of the debt contracted on their account.

I am not possessed of any particular information in regard to most of the applications for internal improvement, which may be brought before you at the present session, it would therefore be useless for me to go into any enumeration of them, for the purpose of submitting to you general remarks, which are probably alike obvious to you all.

An application for a public work, to connect the waters of the Susquehanna with the Erie Canal, by a communication through the valley of the Chenango, has for several successive years been made to the Legislature, and will doubtless be again renewed at this session. The proposed canal extends about ninety-five miles through an interesting section of the State, and will afford additional facilities to a market, for the products of a considerable portion of our citizens. Repeated examinations of the route have been made by skilful and experienced engineers, and the practicability of the work well ascertained. The expense has been uniformly estimated by the engineers, at less than one million of dollars; but the Canal Commissioners are of the opinion, that it will involve an expenditure beyond that sum. The amount of revenue it will yield, has been variously stated: some think it will not be sufficient to keep the canal in repair, and pay the expense of collection; while others who have given the subject an equally careful consideration, entertain a confident belief that it will be abundantly sufficient to bring the application within the rule I have laid down as justifying, in my judgment, the construction of any public work falling within it. It remains for you to decide upon these conflicting opinions. I commend this proposed work to your favorable notice, with the expression of a strong desire that its merits may be found such as to induce you to authorize its construction.

Agriculture, manufactures and commerce, are the three great departments of human industry. They furnish to all the means of subsistence, and the comforts of life, and constitute the only true sources of national wealth and prosperity. Legislators can never withhold from them a fostering care, without disregarding one of the most important and solemn duties which they owe to their constituents.

The power to regulate commerce is delegated to the General Government, and consequently the sphere of State legislation with regard to this subject, is very much circumscribed; it scarcely extends beyond the enactment of laws for the inspection of some of our principal domestic products, and the multiplication of facilities for the exchange and transportation of articles of commerce.

Manufactures are a branch of industry eminently connected with our prosperity, and at this time an object of peculiar solicitude to a large portion of our constituents. The principle of giving encouragement and protection to them, was recognized in one of the first acts of Congress passed after the adoption of the Constitution of the United States. The representatives of all the States in the councils of the nation, have at one period or another, given their sanction to this principle, and down to the present period, it has entered into and influenced the policy of the Federal Government. The extent to which it should be carried, has often been in dispute; but the rightful authority to encourage and protect manufactures, either directly or incidentally, has not, until within a recent period, been seriously questioned by any considerable portion of the people of the United States. I am persuaded there is nothing in the operation of this principle, in a course of wise and prudent legislation, that conflicts with the objects for which our federal compact was formed, or that imposes unequal and oppressive burdens on the people of one section of the country, as the necessary consequence of the benefits it confers upon others. If this principle has been misapplied, and injurious effects have thereby resulted, the proper remedy for them does not require an abandonment of it.

From the consideration of these important subjects, I pass to one of greater and more general interest, lying more directly within the range of our legislative action, and demanding from us a particular attention. Agriculture was undoubtedly the primitive pursuit of men in a civilized state of society, and seems to be indicated to them by heaven as their best employment. Vigor of body and purity of mind, are eminently enjoyed by the husbandman. Without meaning to disparage any class of men, or to deny a due measure of public virtue and usefulness to all, history and experience warrant the assertion, that the cultivators of the soil have ever been among the first to cherish, and the last to abandon, free institutions. It is not however for this reason, that agriculture presents peculiar claims for your guardianship. It not only furnishes occupation to a much greater portion of our citizens than any other department of labor, but it supplies the materials for all others. It must be regarded as a matter of some surprise, that an employment in which so great a number of the human family are di-

rectly engaged, to which all look for their daily bread, and upon which commerce, manufactures and the mechanic arts—indeed all the various pursuits of mankind—so necessarily depend, should not have risen to a still higher consideration than it has yet attained, and received from those entrusted with the power of legislation more liberal aids.

The numerous agricultural societies organized in the several counties of this State in consequence of our legislation, flourished for a season, then languished, and are now generally dissolved. The interest of agriculture was, to a considerable extent, promoted by these societies. The contributions from the public Treasury, distributed principally in premiums, gave a sudden impulse to agricultural industry, and induced many laudable efforts among farmers, not only to excel in their productions, but to introduce valuable improvements in husbandry; yet it has been questioned whether the benefits thus obtained were of such an extensive and abiding character, as might have been realized by a different application of the funds derived from the government. Agriculture is a science, as well as an art; and both must be systematically cultivated, and widely disseminated, before it will attain a high degree of improvement. The general intelligence and individual enterprise of those devoted to this pursuit have carried the art as far, perhaps, as could be reasonably expected without a better knowledge of the sciences connected with it. With a salubrious climate and fertile soil; with extensive regions but partially brought under the power of cultivation; with rising manufactures and a flourishing commerce, demanding the surplus products of husbandry; with a population full of enterprise, and distinguished for native skill and practical talent, we may reasonably expect great advantages from the cultivation and diffusion of the sciences connected with this art. This subject appears to me to be in every respect worthy of your attention and to merit your liberal encouragement.

The Legislature has from time to time been informed by my predecessor, of the proceedings in the suit now pending in the Supreme Court of the United States, between this State and New Jersey, in relation to a disputed boundary. To the bill filed by New Jersey a demurrer was interposed, on the ground that the Court could not exercise jurisdiction in such a case.

The counsel of this State appeared in Court in March last, and commenced the argument of this demurrer, but before it was concluded, the Court found it necessary to suspend the discussion, and assigned the first Monday of February next for resuming it. Although our counsel entertain very decided opinions against the jurisdiction of the Court, yet it is extremely desirable that the whole controversy should be definitely settled by an amicable arrangement. A decision of the issue formed by the demurrer in favor of New York, would not necessarily put an end to the controversy out of which the suit has arisen; on the contrary, it is possible such a result might serve to increase the embarrassments which have been already produced by the conflicting claims. But without reference to the possible issue of the proceedings now pending in Court, the interests of both States, and many other important considerations, concur at this time in recommending an adjustment of this question upon terms of honorable compromise.

Although two unsuccessful attempts have heretofore been made to accomplish this object, yet on reviewing the proceedings, I do not perceive any difficulty that may not be removed by new efforts to bring about a proper accommodation. Viewing the subject in this light, I feel that I shall not be considered as wanting in a just regard to the rights or the honor of our State, when I submit to you the propriety of making provision by law for appointing commissioners with full powers, to meet those of New Jersey, in case her Legislature should appoint them, with a view to such an adjustment of this question, as shall comport with the real interests, and define the future rights of both States.

Such a measure on our part, even if it should not be met by a corresponding one on the part of New Jersey, could not in the slightest degree compromise our rights; but I have reason to believe that it would be received with a liberal and conciliatory spirit, and might in all probability ultimately lead to an adjustment beneficial to both States. Such an amicable termination of the controversy could not be otherwise than gratifying to the feelings of their respective citizens, who entertain congenial sentiments, and are united by the ties of kindred interests, and, to a great extent, of a common origin.

It is but a few weeks since the last surviving signer of the Declaration of Independence was gathered to his compatriots. Such an event is well calculated to excite feelings and reflections difficult to be suppressed, and not improper, perhaps, to be indulged, even on an occasion like this. The men who proclaimed our independence as a nation, were the most distinguished assemblage of sages and patriots that ever appeared in any country. The favor for which we should be most grateful, next to that of having such men for our forefathers, is the long life which it pleased a kind Providence to bestow on most of them. Some were permitted for nearly half a century after they had laid the foundations of our free government, to continue their invaluable labors in rearing thereon a structure of human liberty which stands without a rival, challenging the admiration of the world.

That we might not lose too much at once—that we

might be gradually prepared to pursue, without the strong light of their example, the career which they had opened, they were one by one, withdrawn from us. The last is now gone; and on us is devolved the high responsibility of preserving unimpaired the most valuable inheritance that one generation ever transmitted to another.

In performing this most difficult duty, which we owe alike to those whom we have succeeded, to our own age, and to posterity, we are happily not without a guide.—The history of their lives, and their recorded precepts, are full of instruction, in regard not only to the great principles which lie at the foundation of our government, but to the practical rules concerning the administration of its affairs. While we enjoy the civil and political rights inherited from them, let us emulate their devoted patriotism; let us cultivate a spirit of forbearance and conciliation amid the conflicts which, as human nature is constituted, will inevitably arise from the discordant views of men with regard to the various interests of a great people; and let us continue our efforts, to the extent of our abilities, to carry forward our country in the direction indicated by them, to a degree of prosperity and renown which shall equal their fondest anticipations.

Undervaluing the virtue and intelligence of the people, the enemies of our free government have constantly predicted, and some of its true friends have feared, that it would ere long be impaired, perhaps overthrown, by popular convulsions.—Experience has thus far disappointed the hopes of the one, and greatly allayed the apprehensions of the other. As a nation, we have already encountered the severest trials, and our free institutions remain unimpaired. Some, entertaining a disparaging opinion of the virtue of the people, have deemed it necessary that those who are intrusted with public affairs, should be as far removed as possible from the influence of fluctuations in the popular will; and as their theory of administering the government requires large powers, they have not hesitated to derive them from a latitudinarian construction of the constitution. Others have placed a confident reliance on the judgment of the people, regarding them as possessed not only of the sovereign power, but of a perfect right to have their wishes respected by their public servants, and the authority conferred on them confined within the limits fixed in the instrument by which that authority is delegated. The difference in these views, has been, in my opinion, the principal cause of our party divisions. Those who entertained the views last described, considered the elevation of our present patriotic chief magistrate of the United States, as a measure necessary to bring back the administration of our government to its true constitutional principles.

Nearly every beneficial result anticipated in that event has been realized. Our foreign relations, involved as they were in the most serious embarrassments, have been placed in the best possible condition; our negotiations in almost every case brought, by persevering efforts and consummate ability, to a successful termination, and our country exalted to a higher consideration with foreign powers, than it has enjoyed at any former period.

The management of its internal affairs, not less difficult than that of its foreign relations, has called forth an equal display of wisdom and talent, and has been conducted with equal success. Abuses in the subordinate departments of the government have been corrected: its fiscal resources have been husbanded, and the public debt nearly extinguished; legislation, of doubtful authority, and of equally doubtful utility, has been arrested by the salutary exercise of a high constitutional prerogative. So far as depended on the executive department, all that prudence required or wisdom could suggest, has been done, to remove the causes of local excitement and to inspire general content; and a system of measures suited to our local condition, and congenial to the principles of our political institutions, has been fearlessly recommended to Congress for their adoption. If such an administration had not secured to itself the continuance of the public confidence, fears might well have been entertained for the stability of republican governments. Sustained as it has been against a combination of interests, the coalition of hostile parties, the use of extraordinary means, and violent efforts, the auspicious result of the late contest may justly be regarded as a triumphant refutation of the fallacy, that the people are unworthy of being trusted with the unlimited control of their political affairs, and an unanswerable argument in favor of a free government, confided to the guardianship of intelligent and virtuous citizens.

I perform an unpleasant duty in laying before you, at the request of the Governor of South Carolina, the proceedings of a recent convention of the people of that State. In expressing my unequivocal disapprobation of those proceedings, and my deep regret that a State, which, in all past time, has so nobly performed her duty to the confederacy of which she is a member, should thus attempt to exonerate her citizens from the operation of the laws of the United States, I am persuaded I do but speak the universal sentiment of the people of this State. For the first time in the history of this Republic, a claim has been set up, on the justly cherished ground of State rights, which, if well founded, belongs equally to all the members of the Union, but which is repudiated by

all, and by none more earnestly than by those members who, in respect to the evils complained of, and for the redress of which the claim in question has been asserted, stand in precisely the same situation with the State of South Carolina. Whatever, therefore, may be the nature and extent of the alleged grievances, I do not go too far, I trust, in assuming that the remedy to which our fellow citizens of South Carolina have resorted, and on the strength of which they are apparently preparing for themselves the most fearful of all responsibilities, is not merely unauthorized by the Constitution of the United States, but fatally repugnant to all the objects for which it was framed. Let the doctrine be once established, and the union of these States is destroyed forever.

From a state of things so novel in its character, and so ruinous in its tendencies, duties of the highest importance, increasing in interest and delicacy, according to the course of events, may devolve on us as one of the members of the sacred union of these States.—Whatever embarrassments may arise, I feel confident that the people and government of this State will support the Executive of the United States in all measures which are proper, and may be necessary for the preservation of the Union, and for the due execution of the laws, and will faithfully perform all their duties resulting from our national compact.

But I should be unmindful of the just and generous character of our constituents, if in expressing what I believe to be their sentiments, I did not at the same time disclaim for New York all desire to aggrandize herself at the expense of her sister States, or to pervert to local purpose a system of government intended for the common benefit of all. She cherishes the union of these States. She knows what it cost. She estimates, as highly as any other member, its value, both on account of the benefits it confers and the evils it averts; and it is not to be doubted, that she would make any sacrifice which would be considered reasonable to preserve it.—Though its destruction would not certainly be more calamitous to her than to others, yet none would adhere to it longer or exceed her in great and generous efforts to sustain it. Without it, she might be prosperous; but her highest prosperity would be embittered by regrets on account of the blessings lost to herself, her associates, and the world: With it, there is no policy that would be long pursued by a people so virtuous and enlightened as those of the United States, under which she could fail to be an important and flourishing commonwealth. If, therefore, the operation of existing laws be adverse to these views, I am persuaded New York will consent to such a modification of them as will remove all just ground of complaint, and afford substantial relief to every real grievance.

The duty of deciding upon these points is committed, so far as our State has a voice in the discussion, to those who represent us in the congress of the United States. To the wisdom and patriotism of that body, to the firmness and well-tried virtue of the President, and to the gracious care of a beneficent Providence, we may confidently commit the issue of the deeply interesting questions presented by the unprecedented state of the country.

One of the duties which require your earliest action, is the selection of a citizen to fill the vacancy in the Senate of the United States, created by my resignation of the office of Senator, which I hereby present to you. In the portals of the times you will find additional motives for exercising much care and consideration, in making this selection. Not only the general policy, but many of the particular measures of the national government, exert an important influence upon the diversified pursuits of our constituents. How far this influence shall be beneficial, may depend in no inconsiderable degree, upon the character and capacity of those who represent us in the Senate of the United States.

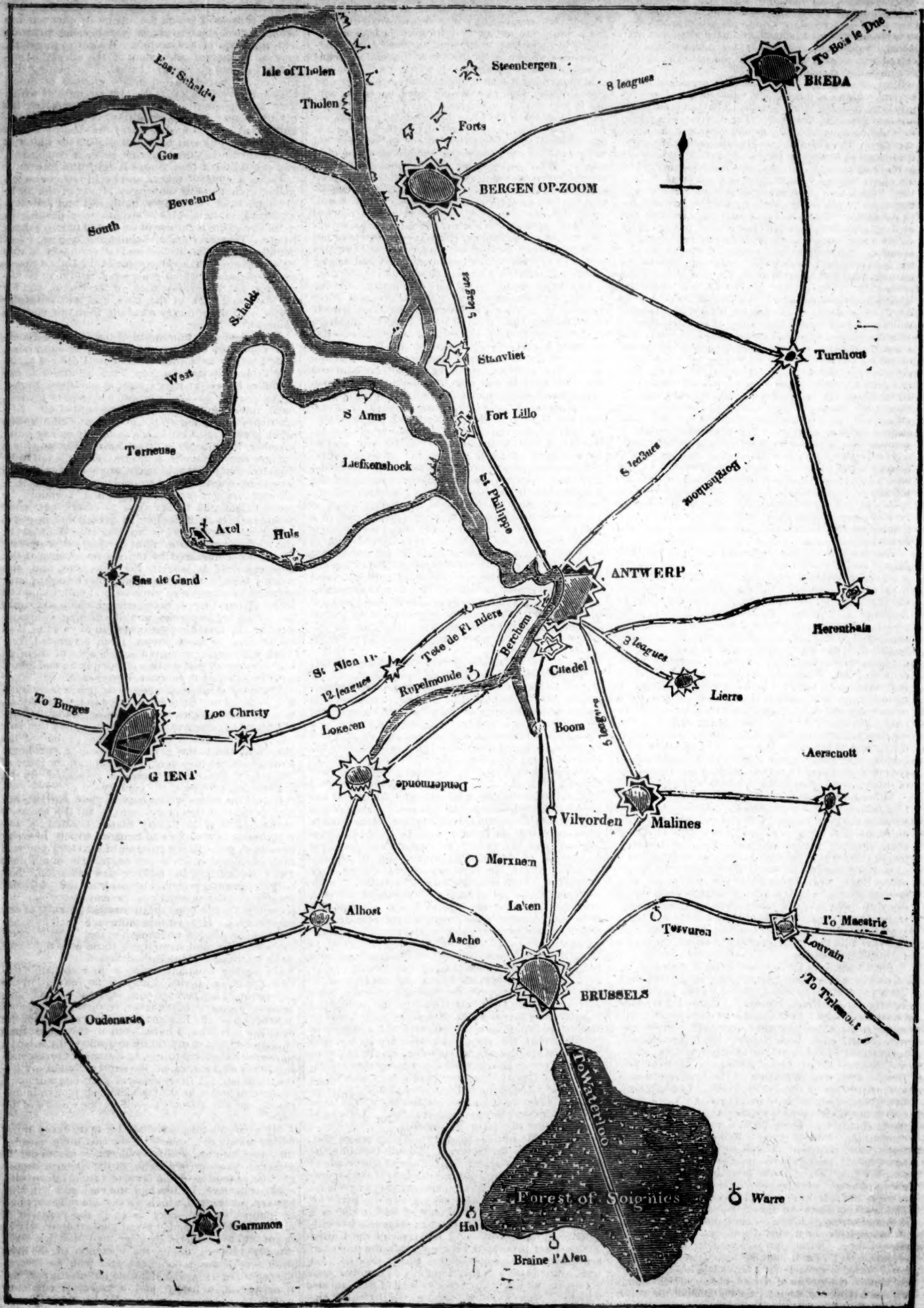
On passing from one station to the responsible duties of another, I trust I may so far indulge in the expression of my feelings as to say, that while I have been very sensible of the favor, received in repeated instances from the Legislature, and recently from the people of this State, I have been at the same time equally diffident of my ability to discharge the trusts so liberally confided to me, in a manner corresponding to my own wishes, or the expectations of my fellow citizens. A lively sense of gratitude will not, I venture to assert, be the least efficient motive in disposing me to devote myself to the welfare of the State.

My earnest endeavor shall be, to do every thing falling within the sphere of the executive powers, that my humble abilities will enable me to do, to preserve the sovereign rights of the State, to secure the due execution of the laws, to sustain our invaluable institutions, to develop the vast and exhaustless resources, with which we are liberally supplied by nature, and to carry us on in the progress of moral, intellectual and physical improvement, wisely begun and so prosperously continued that we have already become, under the operation of the free principles of our government, and with the favorable regard of Him who controls the destiny of nations, a great, a happy, and a powerful commonwealth.

W. L. MARCY.

Albany, January 1st, 1833.

ANTWERP AND ITS APPROACHES.



Antwerp was a marquise under the Dukes of Brabant, and included Ghent, Termonde, Tournay, Valenciennes, and all the castles on the Scheldt. The city itself is situated on the eastern or right bank of the river, 17 leagues from the sea, 8 from Brussels, 6 from Bergen-op-Zoom, 22 from the Hague, 38 from Amsterdam, 11 from Breda, 8 from Tournhout, 3 from Lierre, 5 from Malines or Mechlin, 28 from Maestricht, 25 from Liege, 36 from Aix-la-Chapelle, 60 from Luxembourg, 24 from Mons, 5 from St. Nicholas, 12 from Ghent.

The city of Antwerp was burnt by the Normans in 830, and half of the inhabitants massacred. In 879 it was taken possession of by the Moors. They were driven out, in 886, by the Gauls: who kept possession till 980; when it fell into the hands of the Flemings. At the commencement of the sixteenth century, the Spaniards, under Charles, son of the Emperor Maximilian, took the town. After a lapse of two hundred years, it came under the dominion of Austria. In 1585, it was taken by the Prince of Parma, after a twelve-month's siege. After the battle of Ramillies, in 1706, it surrendered to the Duke of Marlborough, the French having occupied it for some years previous. The French re-took it in 1746; quitted it again in 1748; again took possession of it in 1792; quitted it in 1793; took it once more in 1794, and held it till 1814. From 1814 to 1816, it was garrisoned by the English, for William, King of the Netherlands.

The population of Antwerp is about 60,000; two centuries back, it was 200,000.* It has 22 public squares, and 21 streets. The fine tower of Notre Dame is 450 feet high, exclusive of the cross, which is 15 feet more. From the top can be seen every thing, even the smallest, that takes place in the Citadel.

The Church of Notre Dame is well known to artists from its possessing two of the finest specimens of Rubens' pencil. They were carried off by the French, but restored along with the other restorations of 1815. We believe every means have been used, under their present circumstances, to protect them from accidental injury. When Napoleon had annexed the Belgian provinces to France, he formed the design of raising Antwerp into a great naval emporium. In pursuance of this design, in the summer of 1804 he caused the first stone of a navy-yard to be laid with great solemnity by Malonet, the Maritime Prefect of the department. This yard was intended to be sufficiently spacious for laying down at least twenty ships of the line. It was never completed, and there is not at present a vestige of it remaining. On the port very large sums were expended; the wet-docks alone cost upwards of 13,000,000 of francs.

Antwerp and its Citadel were confided, after the disasters of the Russian campaign and the reverses which almost immediately followed, to the guardianship of the celebrated Carnot. Carnot had for years abstained from mingling in public business; and though it was said of him in the early years of the Revolution, that he organized victory in the armies of France, during the brilliant career of the Emperor he led a life of the most strict and unambitious privacy, conversing only with a few friends and with his books. When, however, he saw the soil of his beloved France threatened, he came forth from his long retreat to assist in its defence, and the immediate consequence of his offer of service was the confiding of Antwerp to his care. So high was his reputation, that no attempt was made to disturb him by the victorious Allies; nor was it until the treaty of Paris that the city of Antwerp was placed at their disposal. Opposite the Tete-de-Flandre, the Scheldt is about 700 yards across. It is 20 feet deep at low-water, and 40 feet deep at high-water. At that point it was proposed, in the time of Napoleon, to throw a bridge across, but a sort of *pont volant* is all that has ever been established for facilitating the communications between the opposite banks of the river. The quays, which extend from the ruins of the arsenal, near the Citadel, to the wet-docks at the opposite extremity of the town, are spacious.

The city is built in the form of a segment of a circle, of which the river is the chord. There are covered ways both on the land and the river side, communicating with the intrenched camp in the neighborhood of the Docks; into which, should the town fall into the hands of the Dutch, the Belgian troops could readily retire. The fine walks which the quays afforded to the inhabitants are now cut up into batteries, erected, some to threaten the Tete-de-Flandre, and others to bombard the Citadel.

The Citadel is in the form of a pentagon, with nine bastions. It was erected in 1568, under the directions of the Duke of Alva, by Paoerotti. It has one principal entrance, on the North side, from the Marine Arsenal; and a private entrance, to admit supplies from the East side, near the causeway, leading from Boom. It contains a handsome church, fifteen wells, and bomb-proof buildings for a garrison of 8,000 men. Its present garrison is about 6,000. The Citadel is a place of great strength. It is defended externally by several outworks; two triangular batteries being situated to the landward, on the side opposite to the town, and three still more considerable fortifications on the promontory called the Tete-de-Flandre, on the other side of the river. To strengthen himself on that side, General Chasse has caused the dikes of the polder to be cut; and has thus inundated the whole district from Burcht, above Antwerp, to the Pyp de Tabac, below it. The principal outworks on the right bank are the Lunette de Rid, which is close to the river, and the Lunette St. Laurent, which serves to protect the only landward entrance into the Citadel. Fort Montebello, which is in the immediate neighborhood of the Lunette St. Laurent, is in the hands of the Belgians.

In addition to the Citadel, the Dutch forces are in possession of Fort Liefkenshoek, on the left, and Fort Lillo, on the right bank of the river, both about three leagues below the city; the Lunette St. Laurent already noticed, above

the city, on the right bank; the Tete-de-Flandre, with its dependency, Fort Oosterweel or St. Hilaire, on the left bank, immediately opposite to the Citadel. There is also a redoubt called Zwynrecht attached to the Tete-de-Flandre, but it is of no great value.

Tete-de-Flandres.—This strong fortification has three grand bastions; two which command the river, and one to the westward or land side, besides some strong works built under the direction of the Duke of Wellington to defend the access by the Ghent road. The whole of the works are entirely surrounded by ditches about fifty feet across. The Tete-de-Flandres must be carried before an effectual attack can be made upon the Citadel. Since the peace, the military roads and approaches round the fort have been put in complete repair: formerly there was a marsh for some miles round, which was completely impassable.

Ghent, or Gand, is situated on the Scheldt, at its confluence with the Lys, 10 leagues N. W. of Brussels, and about the same distance S. W. of Antwerp. The Lys nearly surrounds the town. Ghent has a commodious canal navigation to Bruges, which is about 22 miles distant on the road to Ostend. The city is completely surrounded with ditches, fed by the different streams in its neighborhood; there are nine principal gates, all furnished with drawbridges and guard-houses. Sixty-eight principal bridges (forty-five of stone and twenty-three of wood), besides numerous smaller ones for foot passengers, connect the different parts of the town. The Citadel, which stands at the N. E. extremity, facing the road to Antwerp, is a regular square, with strong bastions at each corner. To the north, is a canal which runs to Sas de Gand and Terneuse. The circuit of the walls of Ghent is about twelve miles. It contains about 70,000 inhabitants. The streets are spacious, and the market-places large and numerous. There are many buildings still remaining, which exhibit the architecture of its ancient masters, the Moors and Spaniards. Ghent and its neighborhood have been a principal theatre of warfare in all the long contested struggles of the different competitors for the sovereignty of Flanders, whether Austrians, Spaniards, French, or Dutch. In ancient times, the city was formidable; but under the modern system of attack, it is incapable of much resistance, from the great extent of its lines. It is worthy of remark, that the citadels both of this place and Antwerp were not built for defence from foreign assailants, but as a military check upon the mutinous spirit of the cities themselves, amidst the conflicting interests of the different states who held them from time to time in subjection.

Bergen-op-Zoom, one of the strongest fortresses in Dutch Brabant, is situated about 25 miles N. of Antwerp, and 22 S. W. of Breda. It stands partly on the river Zee, a branch of the East Scheldt. Along the river, opposite the Isle of Tholen, is a line of very strong batteries. Another line of forts stretches across the country northward, completely commanding all the approaches from the Dutch side. Bergen-op-Zoom contains 5,000 inhabitants, exclusive of the garrison. An attempt to storm it, in 1813, was attended with great loss to the English force employed.

Breda is a strongly-fortified town; it stands on the rivers Aa and Merck, 22 miles N. E. of Bergen-op-Zoom, and 22 W. by S. of Bois-le-Duc, or, as the Dutch call it, Hertogenbush. Breda contains upwards of 2,000 houses, and not less than 9,000 inhabitants.

Brussels, the capital of the new kingdom of Belgium, is situated about 10 leagues from Antwerp, and about the same distance from Ghent. The city is walled, with different gates of entrance. The river Senne passes through the middle of the town, together with a canal connected with the branch of the river which falls into the Scheldt near Boom. A chain of fortifications surrounds the whole town, and there are double rows of trees both around the outer fortifications and the city walls. The population of Brussels is about 70,000, besides military.—In 1578, the city lost 27,000 of its inhabitants by the plague. In 1695, it was bombarded by the French, under Marshal Villeroy; when upwards of 4,000 houses, and 16 churches, chapels, and convents were destroyed. There is a paved road from Antwerp to Malines, and one which leads through the midst of the forest of Soigny to Waterloo.

Malines, or Mechlin, stands on the river Dyle, a branch of the Scheldt, 12 miles N. E. of Brussels, about the same distance N. W. of Louvaine, and 15 miles S. E. of Antwerp. The town is intersected by numerous canals. It is noted for its foundries for cannon and other warlike engines; it has also famous quilt-manufactures, and excellent beer. Its

most noted production, however, is its well-known thread lace, which is even more celebrated than that of Brussels. Mechlin contains a population of 16,000. It is well fortified.

Dendermonde, or Termonde, lies on the bank of the Scheldt to the right of the high road leading from Ghent to Antwerp. It occupies a very convenient position as a military station from which to attack either of these cities, and more particularly by the ready access to stores and provisions from its water-carriage. Dendermonde contains 8,000 inhabitants.

The following statement of the strength and disposition of the French army of the North appears in the London papers:

Sum total of the infantry 49,000, cavalry 6,000.

There are twelve companies of artillery and five of sappers and miners.

The battering train consists of eighty pieces, of which forty are twenty-four pounders, and the rest sixteen pounders and mortars.

The Duke of Orleans commands the avant-guard. His head quarters are at Merxhem.

The head quarters of the 1st division, under Gen. Tiburce Sebastiani, are at St. Nicholas, on the left bank of the Scheldt.

Those of the 2d division, under General Archard, at Schooten.

Those of the 3d division, under General Jamin, at Malines.

Those of the 4th division, under General Faber, at Henigen.

Those of the 5th division, under General Schraum, at Valenciennes.

To each division are attached two batteries of artillery.

There are two divisions of artillery.

The head-quarters of the 1st, under General Déjean, are at Alost; those of the 2d, under General Gentil St. Alphonse, at Oudenarde. To each division is attached a battery of horse artillery. There are also two brigades of light cavalry, under Generals Lauristine and Simoneau.

* 60,057. *Encyclopedia Britannica*, new edition, art. "Antwerp."

† Dike does not bear in Holland the same meaning that it does in England; in Holland it is used to signify a mound or bank for the purpose of protecting the low lands from inundation.

‡ Polder is a name given by the Dutch to those fields that lie considerably below the ordinary level of the river. By cutting the dike that surrounds them, they can of course at any time be flooded.

MAP OF THE SEAT OF HOSTILITIES.—In presenting this evening a more accurate and enlarged plan than any published here, of the position of Antwerp, and of its citadel, as well as of the *tête de Flandres*, and other fortifications on the other side of the Scheldt, we put it in the power of our readers, by preserving this paper, to follow the events of the siege. Embracing too, as this sketch does, the neighboring towns, in and around which the French forces are distributed—their respective movements, as we shall hereafter learn them, may be the more readily traced.

A propos of this siege, we take from the London Times the annexed description of a new and destructive projectile, which is expected to make its debut on this occasion:

Amongst other destructive means of offence mention is made of 'the infernal machine'—an invention of M. Favard, to which the power attributed to the Cadiz mortar in your St. James's park is but as that of a pocket pistol in comparison. This machine, I understand, consists of an immense cask or barrel, hooped round with massive iron binding of enormous strength. It is fixed in the ground, at the same angle of elevation as is used for the discharge of a shell, and is so contrived as to be brought to bear on any given point, the same as a mortar. Its great power consists in the enormous size of the projectile, which it can throw to an immense distance, the destructive effects of which on explosion are said to be irresistible. I have been told, that in an experiment made with it in a wood in France, the explosion of the projectile tore up and shattered to atoms some scores of large trees in every direction round. The materials which it scatters on exploding are calculated to set any combustible substance in a blaze. The citadel, with all its powers of resistance, could not long hold out against the terrific effects of such a machine, which, if it realize only half what is said of it would well deserve the name it has received.

NEW-YORK AMERICAN.

JANUARY 3, 7, 9, 10, 11—1833.

LITERARY NOTICES.

RECOLLECTIONS OF MIRABEAU, by ETIENNE DUMONT, of Geneva. 1 vol. 8vo. pp. 400. Philadelphia—Carey & Lea.—The name of Dumont has heretofore only been known by its connection with that of *Jeremy Bentham*. In this volume we see him for the first time in an original work; and it is one which will cause every reader to regret that, owing to the death of the author, it can have no sequel. A native of Geneva, where in early life he was a successful preacher, M. Dumont, by reason of political events, became a voluntary exile; and, after spending some time in St. Petersburg, took up his residence in England, where, by his connection with the Marquis of Lansdown as tutor to his son, he became intimate with many of the distinguished men of the nation, and particularly so with Sir Samuel Romilly. Through this gentleman, with whom he made an excursion to Paris in 1788, he became acquainted with Mirabeau, then in the depth of disgrace, and shunned for his vices by all that was virtuous in France, but yet of transcendent talent and powers of pleasing. The next year M. Necker having become Minister, M. Dumont thought the conjuncture a favorable one for making an effort for the restoration of the liberties of Geneva; and therefore, in company with the Ex-Attorney General of that Republic, M. Durouverai, proceeded to Paris. The acquaintance with Mirabeau was here renewed and confirmed into the most close intimacy, although between men similar only in certain intellectual qualifications, but differing entirely in moral character and tastes. Detained in Paris by the hope, always receding, of doing some service to his native country, and thrown into constant and confidential association with, perhaps, the most remarkable man of the French Revolution at its dawn, M. Dumont was enabled to look with the eye of an intelligent and impartial stranger, whose opportunities of observation were the best, and whose love of liberty was a part of his inheritance—on the assembling of the States General, the scene of anarchy that ensued, and especially on the dazzling and extraordinary career of *Mirabeau*—and it is the *Recollections* of this period, which are embodied in the attractive and instructive volume now before us. It cannot be read by any one without interest; and no man accustomed to political studies will lay it down without the resolution of often recurring to it. We published some months ago from an English periodical, a sort of parallel instituted on occasion of the first appearance of this work and of *Sparks' Life of Gouverneur Morris*, between *Mirabeau* and our American Statesman, in which the character, events, and consequences of the revolution in France, and of that in this country, were judged in a degree by, and likened to, the characters and motives of the distinguished men who took part in each. As Americans, we were well content with the parallel; and indeed, for self-denial, disinterestedness, high motives, enduring exertions, and never despairing hopes of his country in her struggle for independence—there are few names among these enrolled in the catalogue of that heroic race, more worthy of honor than that of *Gouverneur Morris*. The results of the French Revolution did not differ more essentially from that of the American Revolution, than his character and conduct differed from that of *Mirabeau*. Yet these "Recollections," though they may take something from *Mirabeau's* reputation as a profound original thinker or speaker, are, we think, calculated to inspire somewhat more respect for his motives and aims, as a public man, than is now generally felt.

The American publishers have reprinted the work in very good style.

LETTERS ON NATURAL MAGIC, by Sir David Brewster, addressed to Sir Walter Scott—constituting Vol. L. of Harpers' edition of the Family Library.—We have before, in remarking upon this series of publications, taken occasion to note with gratification the fact, that the highest intellects seem willing here to combine to explain, to simplify, and render both intelligible and attractive to ordinary readers, the results of the profoundest sciences.—The Letters on Demonology and Witchcraft, by Sir Walter Scott, which constitute volume XI. of the Family Library, and Abercrombie's Work on the Intellectual Powers, which forms volume XXXVII.,—taken with the volume now before us, elucidate most clearly and beautifully, problems which to the uninstructed mind, appear inexplicable, except through supernatural agency. The optical illusions which the investigations of modern times, aided by the art of printing, have unveiled to all eyes, were in other days the sources of power and dominion to rulers and priests. Rebellious spirits were subjugated by phantasmagoric representations, of which the secret was known only to the initiated; and the toy, or something analogous to it, which now delights only the nursery—the magic lantern—has made the stoutest hearts and most obstinate wills of determined manhood to quail. In this very amusing volume, where pleasure and instruction certainly go hand in hand, not only are the various kinds of optical illusions explained, but the many ingenious mechanical contrivances are described, whereby men's judgment has been puzzled, and, against conviction, imposed upon, such as the automaton Chess-player, Maillardet's Conjuror, and Babbage's Calculating Machine.

Readers of all ages, almost, and classes, will be charmed with this book.

BOYS' AND GIRLS' LIBRARY OF USEFUL AND ENTERTAINING KNOWLEDGE. Vol. IV. J. & J. Harper.—This series is for children what the Family Library is for those of maturer years—and is well fitted to prepare the youthful mind for the more general and miscellaneous knowledge of the larger series. In the present little volume, of which the stories are illustrated by wood cuts, the chief incidents of the Old Testament are related in plain language, and incidentally the topography and general appearance of the countries referred to are described.

HISTORY OF SPAIN AND PORTUGAL, vol. III; Lardner's Cabinet Cyclopaedia: Carey & Lea, Philadel.—This volume commences with the early History of Navarre; which, from the conflicting traditions of the Franks, Austrians, and Arabs, is wrapt in much obscurity. The author, however, after a fair examination of the various chronicles of that ancient day, fixes the period when Garcia I, the first King of Navarre, ascended the throne, somewhere about the year 886 7. The regular course of History once entered upon, we find a rapid, but interesting relation of the early wars of this principality; the invasion of France under Sancho—surnamed Abarea; the irruption of the Arabs in his absence, whom returning he defeats; his subsequent conquest and retirement to the monastery of San Salvador de Leyre, and his issuing thence again and checking the presumption of the infidels, are summarily described; the exploits of Sancho II., and of Garcia III., and the disputes between Castile and Aragon for the crown of Navarre, follow. Then succeeds the life and character of Sancho V., best known to those familiar with English romance as the father of Be-rengaria, the bride of Richard Cœur de Lion, who was despatched from her father's court to meet and marry her affianced husband at the Isle of Cyprus, where Richard remained long enough on his way to the holy-land to have the ceremony performed. But our limits do not allow us to give even a general view of this whole history, and we must therefore

content ourselves with calling attention to a few of the details. One of the first passages of interest that catches our eye, is the story of the ill-fated *Blanche*, the wife of Juan of Aragon: but as we cannot make room for the whole of it, we quote a shorter one, which shows the retributive justice that Heaven kept in reserve for the unhappy Princess, and the manner in which that sceptre, the prize of her dark murder, was wrested from the house of Foix.

After the death of Charles and of *Blanche*, the condition of Navarre was deplorable. In 1460, the count de Foix, outraged that the government was not confided to him by his father-in-law, invaded the kingdom, but was speedily expelled by the archbishop of Saragossa, an illegitimate son of Juan.—This was not the only mortification of the Count: the same year he lost his son Gaston de Foix, who was killed, whether accidentally or by design is doubtful, at Bourdeaux. By the princess *Magdeleine* the young prince left a son named *Phœbus*, and a daughter named *Catherine*, who in the sequel swayed the sceptre of Navarre. Anarchy and violence now reigned triumphant: the two parties, the Beaumonts and the Agramontes, became more implacable than ever; the chief of one, Don Pedro de Peralta, assassinated in open day the bishop of Pamplona, though that prelate was the intimate friend of the Countess Leonora, then at Tafalla. In short, owing to the character of the king, whose authority, even had he been present, would have been disputed by a considerable party, there was no government; for though Leonora, from her evident proximity to the throne, was courted by many nobles, her commands were seldom obeyed, while her intrigues were frequently thwarted. In 1471, through the earnest and repeated remonstrances of some barons, and above all of his daughter, Juan went to Olite to arrange the affairs of this distracted kingdom. It was then agreed that he should have the title of king during life; that the three estates should do homage to the Countess and Count de Foix as heirs of the crown, and that they, as perpetual viceroys, should exercise the chief authority throughout the kingdom whenever the king was absent; and that there should be a full pardon for all political offenders, a restitution of all property violently or arbitrarily obtained, and an oblivion of all injuries. This last provision might be very excellent in itself, but where there was no power to insure its observance it was sure to be inoperative. The Countess herself had soon experience of this truth. Intending to pass to Pamplona, which had long been held by the Beaumonts in opposition both to her and the Agramontes, she acquainted the Count de Lerin, chief of that faction, with her purpose, and at the same time told him that, in consequence of the treaty which had just been concluded, she should be accompanied by the Marshal Don Pedro, chief of the Agramontes. The Beaumont replied that she should be welcome, but advised her to leave Don Pedro behind. The Countess persisted, and as there were many of the Agramontes faction in the city, the Marshal secretly bribed one of them to open a gate on a certain night. At the time appointed he arrived before it, escorted by a strong body of cavalry. As the man was not immediately at his post the horsemen grew impatient, and endeavored to break it open: the noise awakened one of the Beaumonts, who had time to give the alarm; the bell sounded from the Tower of St. Firmin; the partisans leaped from their beds, put on their armor and hastened to the gate, which in the interim had been opened for the enemy. A bloody combat ensued, which ended in the expulsion of the Agramontes: the Marshal fell; and such of his faction as could be found were hanged or cut down.

The husband of the Countess, who was at this time in his hereditary domain, upon hearing what had happened, collected troops and put himself at their head—but the curse that seemed to rest upon the members of his house overtook him too, and he expired suddenly in the Pyrenees, before his march was well begun.

But though these pages abound in those incidents, from which romance writers derive their happiest materials, they are all exceeded in interest by the melancholy history of *Inez de Castro*—which is thus told:

Soon after his marriage with *Constanza*, daughter of Don Juan Manuel, Pedro, the infante of Portugal, had become passionately smitten with one of her attendants, *Doña I es de Castro*, a lady of surpassing beauty, and frail as beautiful. That he made

love to her, and that his criminal suit was favorably received, is indubitable, both from the deep grief which preyed on the spirits of Constanza, and from the anxiety of the king, lest this new favorite should be the cause of the same disturbance in Portugal as Leonora de Guzman had occasioned in Castile. To prevent the possibility of a marriage between the two lovers, Alfonso caused Ines to hold over the baptismal font a child of Pedro's,—in other words, to contract a near spiritual affinity. But the man whom the sacred bond of wedlock could not restrain, was not likely to be deterred from his purpose by an imaginary bar. After Constanza's death, which was doubtless hastened by sorrow, he privately married the seductive favorite. How soon after the death of the first wife this second union was contracted, whether immediately, or after Ines had borne him three children, has been matter of much dispute. But the documents recording it have long since been produced; and from these it appears that the marriage was celebrated on the 1st day of January, 1354, when Ines must have borne him four children, of which three survived. It also appears that a papal dispensation was obtained for it, and that it took place at Braganza, in presence of a Portuguese prelate and his own chamberlain. However secret this step, it was suspected by some courtiers, who, partly through envy at the rising favor of the Castros, and partly through dread of the consequences which might ensue, endeavored to prevail on the king to interfere in behalf of young Fernando, the son of Pedro and Constanza, and the lawful heir to the monarchy. With the view of ascertaining whether a marriage had really been effected, the prince was urged to take a second wife from one of the royal families of Europe; and the manner in which he rejected the proposal confirmed the suspicion. But mere suspicion was not enough. The prince was summoned to court, compelled to a private interview with his father, and urged, in the most pressing terms, to declare whether his connexion with dona Ines was one of matrimony or gallantry. He solemnly and repeatedly replied, that she was not his wife, but his mistress; yet, when the entreaty was renewed, that he would abandon so guilty an intercourse, he firmly refused. The king now secretly consulted with his confidential advisors, as to the precautions he ought to adopt in regard to young Fernando, since, from the boundless influence possessed over the mind of Pedro by dona Ines, it was feared that the true heir would be set aside from the succession in favor of her offspring. Unfortunately, both for his own fame, and for the interests of the kingdom, Alfonso consulted with such only as were personally hostile to the lady: they did not scruple to assure him, that unless she were forcibly removed, the state after his death would become a prey to all the horrors of a disputed succession. We are told that his soul revolted at the deed; but that, in the end, they wrung from him a reluctant consent to her death. The time, however, which elapsed from the formation to the execution of this murderous purpose, proves that pity was a sentiment strange to his breast. That purpose was not so secret as to escape two friends of Pedro,—his mother, the queen Beatriz, and the archbishop of Braga. Both, in the design of averting the catastrophe, warned him of the plot; but he disregarded the intimation—doubtless, because he could not believe that the royal mind of his father could be contaminated by the guilt of murder, and because he considered the warning as a feint to procure his separation from Ines. After the lapse of some months, the king hearing that his son had departed on a hunting excursion for a few days, hastily left Monto Mór, and proceeded to the convent of St. Clair, at Coimbra, where she then was. On learning his approach, she at once apprehended his object. Her only resource was an appeal to his pity. Taking her three children by the hand, she issued from the convent to meet him, prostrated herself at his feet, and in the most pathetic terms begged for mercy. Her beauty, her youth, her deep emotion, and the sight of her offspring,—his own grand-children,—so affected him, that after a struggle between policy and nature, the latter triumphed, and he retired. No sooner, however, was he in private with his confidants, than they censured his compassion, though natural in itself, as ruinous in its consequences to his family and kingdom. By their artful representations, they not only confirmed him in his original purpose, but obtained his consent that they should be intrusted with its immediate execution. Accordingly they hastened to the convent, and the unfortunate, guilty Ines, fell beneath their daggers.

The fate of this lady has called for the deepest

commiseration of novelists and poets, and has given rise to some rigorous effusions of the tragic muse. But her crimes have been carefully thrown into the shade; and the author of this work justly observes, that "the woman who could consent to a criminal connexion with a married man—the object of an amiable wife's love;—who, by her guilt, broke the heart of that excellent prince; who, before the remains of that princess were cold, renewed the criminal intercourse; and who, during so many successive years, was the ready, nay eager creature of his lust, must, by unbiassed posterity, be regarded with anything but respect." Her tragical end must indeed command our sympathy, and cover her assassins with abhorrence; but let not these natural sentiments blind us to her crimes,—for, if pity be a weakness when lavished upon the undeserving, sympathy becomes sin when it leads us to tolerate guilt.

TRIBUTE TO THE MEMORY OF SIR WALTER SCOTT; by the Rev. J. McVickar, D. D.—The eulogium of Dr. McVickar which was some weeks since pronounced before a large and delighted auditory at Clinton Hall, has since then been looked for with much interest, and will now be read with eagerness. The opportunities which the orator enjoyed of close and intimate, though brief, intercourse with the illustrious deceased, suggest so many affecting reminiscences of the individual, and striking illustrations of his writings, drawn from his own habits or observations, that the discourse independent of its literary and critical merits, possesses a *Boswellian* charm—if we may use the term—that will recommend it to every one who would domesticate himself for an hour with the lamented master of Abbotsford. As the pamphlet will probably be in the hands of most of our readers, it is hardly worth while to quote at length; but there are some little passages which like the following, are too happy to pass over unnoticed. Speaking of that peculiarly felicitous temperament with which Scott was gifted, Prof. McVickar remarks, that

Never did man show in his ordinary deportment more of those gentle qualities which sweeten life and banish envy,—which cannot give, and therefore never take, offence. He seemed to me to have his dwelling within the circle of his own happy benevolent imaginings; and when he came forth, it was not like the Baron bold, with visor barred and spear in rest, seeking cause of offence with all whom he chanced to meet,—but rather, like the minstrel of his own sweet and simple picture,

"on prancing palfrey borne,
He carrol'd light, as lark at morn."

Again, in speaking of the light of Scott's fame, as a poet, growing dim before the rising splendor of Byron's genius, the orator thus alludes to "the Northern Magician's" changing the form of his talisman, and casting his spell where no counter-charm could defeat its power:

To yield power without a sigh, may be the part of wisdom; but to yield it without a struggle, belongs only to a feeble mind. Such was not Scott's; and the failure of his poetry in the presence of Byron's (a fact which his family in conversation were more apt to overstate than to deny), threw him upon a new effort to recover the ground he had lost, and led to one of the most remarkable and successful instances of anonymous authorship which the literary world had ever witnessed;—to borrow the happy allusion of Cunninghams, "it was like his own black knight in Ivanhoe, who not only chose to fight with his beaver down, but refused to raise it and show himself, when he had overcome all opponents;" and to this analogy we may add, that the cause of refusal was in both the same,—namely, because it was their own banished sovereign, come to vindicate, with resistless arm, his lost dominion.

We had marked for quotation, but must defer for the present, a passage containing a just and animated defence of the solid value of Scott's writings. We concur entirely with the orator in his high estimation of their moral effect, though we have before

now in this place endeavored to show, that their political tendency was much to be deprecated in an age, when the enlightening spirit of republicanism teaches us to look with pity upon the generous but servile devotion of a brave nobility to the bigoted and tyrannic Stuarts, and to reject with scorn and indignation the audacious claim of a weak and profligate race to heaven-granted power, over men with thews and sinews like their own.

Messrs. Cary & Lea have published, in an octavo volume, of 571 pages, Prince Puckler Muskau's famous *Tour in England, France, and Ireland*. We have already mentioned this work as one of the most acute, lively, entertaining and instructive of the kind. Every American may enjoy it as a complete retaliation upon England, for the disparagement which other countries, and ours particularly, have suffered from her travellers, whether Moores, Fearons, or Trollopes. It is entitled to authority, possesses general interest, and conveys much information. Goethe wrote an encomiastic review of the German original; the English translation is excellent. The American edition has the advantage of chronological order, and consisting of one well printed volume instead of the English four, is more convenient than the English,—to say nothing of the difference of price.—[National Gazette.]

Mr. P. T. Roger, a deaf and dumb person, late of the Royal Institute for the Deaf and Dumb at Paris, has arrived at New Orleans, where he has opened a boarding house at 255 Dauphin street, for the accommodation and instruction of unfortunate persons of his description.

POETRY.

[FOR THE NEW-YORK AMERICAN.]
ON THE DEATH OF ROBERT C. SANDS, ESQ.

— quia nec fatis, merita nec morte, peribat,
Sed miser ante diem.—Virg.

Shall he who for the illustrious dead,
The Poet's plaintive strain could raise—
Now darkness rolls above his head,
Shall he e'er want the song of praise?

Thy memory claims the just amend,
And warmly shall thy praise be sung,
Could Friendship's feelings, for a friend,
In sadness find a willing tongue.

Ah! mournful is that honored part,
Which hearts yet bleeding may condemn;
When thine—thy own, true, noble heart—
Is cold, and cannot beat with them.

Sleep in the silent halls of Death,
It is thy early manhood's doom—
Sleep well, for Fame's applauding breath,
Shall keep oblivion from thy tomb.

There in those calm Elysian Shades,
The Child of Nature finds a grave:
He loved his native forest glades,
The sloping hills, the rippling wave.

And well the lonely, rural scene,
Suits for his silent place of rest;
Whose memory, like the Summer's green,
Unscathed by Autumn, shall be blessed.

What are the honors of the dead?
Be not their idle pomp thine own—
For worth and friendship shall be said,
To form thy monument alone! G. B.

* "The Dead of 1832," a Poem, by Mr. S.
† The beautiful grounds around Hoboken, near which Mr. S. resided, and where he was buried, are called "The Elysian Fields."

A SONG.

Oh Lilla is a lovely lass
As ever man did woo!
Her eyes all eyes on earth surpass,
They kill and cure you too!
Her winsome waist, however laced,
A hand might span it all—
Her shoulders fair, lit by her hair,
Whose yellow tresses fall
Like sunbeams shed upon a bed
Of lilies in mid June,
Or golden light in summer night
Soft streaming from the moon;—
These are charms which moral men
May behold with careless eye;
I, who am devoutest then,
Love them to idolatry!

Her ruddy lips, like scarlet haps,
The balmy breath between;
Her soft sweet tones, who hears them owns
The music which they mean;
Her hand and arms have each their charms;
Her nimble stepping feet,
The very ground loves their light sound,
Soft as her bosom's beat;—
Her winsome waist—her shoulders, graced
With sunny showers of hair—
Her voice, how sweet!—her dancing feet,
Her face, like heaven's fair;
These are charms which moral men
May behold with careless eye;
I, who am devoutest then,
Love them to idolatry!

FOREIGN INTELLIGENCE.

LATE FROM EUROPE.—*Actual Commencement of Hostilities, &c.*—The South America, packet ship, from Liverpool, brings us papers from that city to the 5th, and from London to the 4th, both inclusive—their contents are important.

The Dutch Commander of the Citadel of Antwerp was summoned on the 30th to yield up that fortress. He unequivocally refused. The French proceeded that night to open trenches before it, and, favored by thick and stormy weather, were enabled to put themselves under cover in their first parallel from the fire of the fort—which, however, had been feeble and reluctant, and without much, if any execution.

In the civil history of Belgium, the most important piece of news is the resignation of Leopold's Ministers, in consequence of their defeat on the motion for the address to the Crown. The Debate, which had been urged with great heat, terminated on Monday; when an amendment was carried on an amendment, which conveyed a direct censure on the Ministers. Even the amendment that was carried implies a censure for their having complied with the demand of the Conference to deliver up Venloo, Limburg, and part of Luxembourg to Holland, on condition that Holland delivered up the Citadel of Antwerp. It was moved by a friendly deputy, instead of the original paragraph, in which they were praised for what they had done. The amendment was carried, in a house of 86, by a majority of 2; 44 voting for it, and 42 against it—three of the majority were the Ministers themselves. The proffered resignation of the Ministers had not been accepted by the King; and it is supposed that, sooner than consent to it, he will dissolve the Chambers.

On the part of Holland, there is no abatement of spirit. The King has called out a levée en masse of his people, and issued a proclamation in which he says that the measures of aggression against the Dutch navigation, and the entrance of the French army into the Netherlands "to support by violence the iniquitous demands" to deliver up the fortresses, leave him no alternative but

To defend the safety, the right, and the independence of Holland, by all the means which Providence has placed in our hands, and which are seconded by the patriotism, union and firmness of a people which has been for ages respected by the most powerful States. Far, however, from relying on our own strength, we are humbly sensible of our dependence on the Supreme Sovereign of the world, whose mighty arm has so often delivered us and our ancestors from the greatest perils;

and accordingly, he orders the 2d December next to be held as a day of solemn fasting and humiliation.

In France, the ministry carried everything before them in the Chamber of Deputies. M. Dupin was elected President, and in both houses the addresses in answer to the King's speech, which were but echoes of its sentiments, were carried almost without modification,—an amendment offered by M. Merilhou, to disapprove the placing Paris in a state of siege after the days in June, being rejected by a great majority.

Marshal Soult, as President of the Council, talks confidently of preserving peace. "Nothing," he said, "was changed in the foreign relations of France. It remained to consolidate the general peace by the execution of treaties; and to make the harmony of the great powers evident to all interests. It was therefore necessary to dissipate the last pretext for the embarrassments which existed in Europe, and thus to prove the fidelity of all Cabinets to engagements which they had taken in common." The following allusion to the movements of the Prussian forces on the Rhine is deemed explicit and satisfactory:—"The co-operation of England and France

will be sufficient to attain the desired object. If, on the other hand, precautions have been imposed by a natural prudence on a neighboring state, in the presence of military movements, there is nothing in them to alarm the most suspicious policy. These are measures which the most ordinary caution would counsel to every people in such a case; and we have opposed to them on our part measures of the same kind, which establish in our means of observation the most perfect and satisfactory balance. They ought to be regarded, therefore, rather as the guarantees of peace than the eventual menaces of war." The Marshal, in speaking of the operations of the siege of Antwerp, held out strong hopes of a speedy result. "These operations are to be pushed forward with the greatest activity, and in a few days we shall be able to mark their termination in a precise manner. Success will not be long waited for."

In the Chamber of Peers the address was adopted on Wednesday with only a minority of 8!

In the discussion on the address in the Deputies, a direct contradiction being given by Adml. Rigny, minister of Marine, to a statement of Odillon Barrot, a duel was expected, but by the interposition of friends was prevented.

M. Hyde de Neuville, in imitation of M. de Chateaubriand, has addressed a letter to the Duchess of Berry, offering her his services as one of her defenders on her anticipated trial.

In Portugal, the star of Don Pedro is paling before that of his more fortunate brother. Though worsted at sea, Miguel had nevertheless succeeded in blockading the entrance of the Douro, by erecting a battery on the south bank, which commanded the passage, and thus Oporto was closely invested by sea and land. Due notice thereof had been given to the British naval commander, with a positive intimation that neither merchant vessels nor ships of war would be permitted to enter; and subsequently upon a British cutter attempting to go in, the fort opened a fire and kept it up till she put about. The Marquis Palmella had suddenly gone to England, hoping perhaps yet to induce that country to aid Donna Maria—or perhaps to interpose at least to make terms for the unhappy force cooped up in Oporto,—where the greatest discontent prevailed, especially among the foreign mercenaries—must we not call them so?

In Spain, Count Oñate, long the Ambassador in Paris, had been appointed prime minister in the place we believe of Zex Bermudez, who declined. Calomarde, the disgraced minister of the Apostolical party, who had been banished to Minorca, escaping thence had arrived in a destitute state in France.

In England, the Parliament was at length dissolved, and writs issued for the first election under the Reform law. The writs not being returnable till 29th January, there will be no session till February. Meantime, the country will be agitated from one extreme to the other, with warmly contested elections.

The King in Council had issued two new orders respecting the detention of Dutch vessels, and the blockade of Dutch ports. By the first, all Dutch vessels that had been, or might be, detained, having on board perishable cargoes, were to be released, and allowed to proceed. By the second, the interdiction of British vessels to trade [with Dutch ports, was limited to the ports of Holland alone, and not to extend to the colonies.

ANTWERP, Sunday, 7 P. M.—8,000 Frenchmen of the army of reserve have entered Mons; they will reach Brussels on Monday. Contracts have been signed for the provisioning of the army of reserve.

There are nearly 100,000 Frenchmen now in Belgium.—[Herald.]

A letter from Malta, of the 12th of Nov.—"We have in port the U. S. ships-of-war the Brandywine and John Adams, which vessels may perhaps winter here. Their Consul, Mr. McCauley, at Tripoli, has struck his flag, in consequence of one of the Bey's sentinels having shot his dragoman."

MARRIAGES.

On Monday evening 7th instant, at St. George's Church, by the Rev. Dr. Milnor, Henry B. Starr, to Miss Eliza Hardman, both of this city.

In Castine, on the 18th Dec., Lieut. Charles Thomas, of the U. S. Army, to Miss Mary S. Mason, daughter of the Rev. Wm. Mason.

DEATHS.

This morning at 5 o'clock, after a lingering illness, Caroline Elizabeth, wife of John T. B. Ketcham, in the 24th year of her age.

January the 8th, after a long and severe illness, Miss Maria Clinton Leggett, Esq.

On Saturday last, at New Haven, the Hon. JAMES HILL-HOUSE, aged 78. Mr. H. had been during the morning attending of the Prudential Committee of Yale College, apparently in his usual health. About noon he returned to his house, and sat down reading letters received that morning. Without speaking to any one he rose from his chair and entered his bed room. As it was not his practice to lie down during the day, a member of the family followed him in a moment or two, and found him lying in the bed already dead. From the appearance of the body it is probable that he died instantly on reaching the bed. The physician, who was immediately summoned, pronounced it apoplexy.

At Greensburgh, Westchester County, on the 4th instant, Mr. Joseph Paulding, aged 69 years.

I wish to obtain employment as Editor, or Assistant Editor, of some respectable newspaper, or literary periodical. My labors as editor of the "Albany Morning Chronicle," and of the "Troy Sentinel," have rendered it unnecessary for me to give any other references, as to my qualifications.

Until the 8th instant, communications addressed to me at Troy, and after that date, at New-Hartford, Oneida county, N. Y., will be duly attended to. SAMUEL B. BEACH.

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz.

200 qr casks Marseilles Madeira, entitled to debenture
100 cases White Hermitage; 50 do. Bordeaux Grave
100 lampers (each 150) French Wine Bottles
10 bales fine Velvet Corks; 10 do. ordinary do. do.
20 do. Corkwood; 4 cases Gum Arabic
2 cans Oil of Orange; 20 kegs Tartaric Acid
8 casks French Madder, ESFF; 2 do. do. SFF
10 do. Danish Smalts, FFFE; 10 do. Saxon do.
8 do. small do.; 10 bales Gall Nuts
200 bales first quality Italian Hemp; 20 tons Old Lead
200 barrels Western Canal Flour; 70 bags Saltpetre
236 do. Pork; 30,000 English Quills
600 lbs Florida Wool; 150 lbs Hares-back Wool
150 bales Upland Cotton; 60 do. New-Orleans do.
10 do. Sea Island and Mexican do.
200 do. Leghorn Rags, No. 1.

DRY GOODS, BY THE PACKAGE—

Jet black Bombazines; Furniture Dimities
Black Italian Lastrings
Do. do. 36 inch Cravats
Imitation Bandanas, high colors
Do. printed border Handkerchiefs
Madras Handkerchiefs, high colors
White Diamond Quiltings; Gimp Cap Lace
German plain brown Drillings
English brown Shirts, 33 inch, entitled to debenture
Russia Sheetings, bleached.

ALSO—

IMPERIAL, ROYAL, MEDIUM, COPPER-PLATE and WRAPPING PAPER, from the Sangeries Paper Manufacturing Company. The present stock of the above description, now offered for sale by the agents, is equal, if not superior, to any other in the United States. The whole has been manufactured from the best LINEN STOCK, imported on the most favorable terms expressly for the above Company, and the superiority of the IMPERIAL, MEDIUM, and ROYAL, in furnishing full contracts, have given universal satisfaction.

** Contracts for IMPERIAL, MEDIUM, and ROYAL, deliverable next spring, will be made; and the present stock on hand sold on the most favorable terms, by applying as above.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, Sept. 15th, 1832.

** They have on hand *Railway Iron Bars*, viz: 93 tons, of 1 inch by $\frac{1}{2}$ inch—200 do. 1 $\frac{1}{2}$ by $\frac{1}{2}$ inch—135 do. 1 $\frac{1}{2}$ by $\frac{3}{4}$ inch—500 do. 2 by $\frac{1}{2}$ inch—8 do. 2 $\frac{1}{2}$ by $\frac{1}{2}$ inch—14 lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of $\frac{3}{4}$ by $\frac{1}{2}$ inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in part payment.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 2d, 1832.